

A57 Link Roads TR010034

8.3 Draft Statement of Common Ground with High Peak Borough Council and Derbyshire County Council

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 Scheme Development Consent Order 202 [x]

**DRAFT STATEMENT OF COMMON GROUND WITH HIGH PEAK
BOROUGH COUNCIL AND DERBYSHIRE COUNTY COUNCIL**

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Rev 1.0	June 2021	DCO Application

DRAFT STATEMENT OF COMMON GROUND

This Statement of Common Ground has been prepared and agreed by (1) Highways England Company Limited, (2) High Peak Borough Council and (3) Derbyshire County Council

Signed..... *To remain until examination*

Name (1)

Project Manager

On behalf of Highways England

Date:

Signed.....

Name (2)

Position (2)

On behalf of High Peak Borough Council

Date:

Signed.....

Name (3)

Position (3)

On behalf of Derbyshire County Council

Date:

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WITHOUT PREJUDICE

1. Introduction

1.1 Purpose of this Document

This 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").

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.

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

This SoCG has been prepared by (1) Highways England as the Applicant and (2) High Peak Borough Council (HPBC) and (3) Derbyshire County Council (Derbyshire CC).

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.

HPBC forms part of a two-tier system of local government for High Peak, alongside Derbyshire County Council. HPBC covers the town planning administration of the area where the south eastern works of the Scheme are located and provides local services such as waste and recycling services, parks and tourism services and housing services.

Derbyshire CC is responsible for services across the whole of the county including, but not limited to, transport, economic development and regeneration, environmental policy, children's services, adult social care and health, libraries, waste planning and management and trading standards.

1.3 Terminology

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.

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 HPBC and Derbyshire CC.

2. Record of Engagement

A summary of the meetings and correspondence that has taken place between Highways England and HPBC and Derbyshire CC, in relation to the Application is outlined in Table 2-1.

Table 2-1: Record of Engagement between Highways England, HPBC and Derbyshire CC.

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
11/7/2016	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.
9/8/2016	Stakeholder Questionnaire	A questionnaire was sent to all stakeholders after the workshop above.
1/5/2018	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.
09/10/2018	Meeting	Key issues identified at the meeting include lack of traffic flow data and associated impacts on noise and air, cultural heritage assessment, Melandra Castle, viewpoints, landscaping and the requirement for further economic and regeneration information in the PEIR.
10/09/2020	HE Email	Request for inventory drawings regarding lighting
04/11/2020	HE Email	Request for air quality data
04/11/2020	HE Email	S42 consultation pack distribution
05/11/2020	HPBC Email	Receipt of S42 consultation pack
11/11/2020	HE Email	Check status of issues regarding previous scheme
11/11/2020	DCC Email	Response to state it was not satisfied previous issues had been resolved
12/11/2020	HPBC Email	Provided HE with air quality data requested
12/11/2020	HE Email	Provision of draft traffic data
12/11/2020	HE Email	Meeting set up
12/11/2020	DCC Email	Meeting set up
13/11/2020	DCC Email	Meeting set up and information on consultant identified to assess traffic data

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
13/11/2020	DCC Email	Meeting set up
16/11/2020	Various Emails	Meeting set up and contact information
16/11/2020	HE Email	Meeting set up - Woolley Bridge
17/11/2020	HE Email	Information provide by email on Woolley Bridge proposed junction design
17/11/2020	DCC Email	Applicant received email from Derbyshire CC stating 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 Highways England.
17/11/2020	HE Email	An email was sent from Highways England to request their comments on traffic impact.
19/11/2020	HE Email	Email seeking confirmation of committed developments
19/11/2020	HPBC Email	Asked for clarification on committed development thresholds
19/11/2020	HE Email	Confirmed committed development thresholds
22/11/2020	HE Email	Meeting set up - general
22/11/2020	DCC Email	Meeting set up - general
23/11/2020	HE Email	Meeting set up - general
23/11/2020	DCC Email	Meeting set up - general
23/11/2020	HE Email	Meeting set up - Woolley Bridge design
24/11/2020	DCC Email	Meeting set up - Woolley Bridge design
26/11/2020	HE Email	Request for committed development information
27/11/2020	HE Email	Proposed meeting regarding air quality assessment results
28/11/2020	DCC Email	Example of SoCG between DCC and HE regarding A38 scheme
30/11/2020	HPBC Email	Meeting set up – air quality
30/11/2020	Meeting	A meeting was held to discuss additional traffic lane and signal design at Woolley Bridge Junction, traffic modelling.
01/12/2020	Meeting	A meeting was held between Highways England, HPBC and Derbyshire CC to discuss a number of landscape and cultural heritage issues.
03/12/2020	HPBC Email	Committed development information provided
08/12/2020	HE Email	Meeting set up - heritage
08/12/2020	DCC Email	An email was received from Derbyshire CC about the

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
		archaeological investigation methodology and Melandra Castle.
16/12/2020	HE Email	Request data on proposed housing development at Woolley Bridge
17/12/2020	DCC Email	Contact details for discussion regarding proposed housing development
17/12/2020	HE Email	Three dimensional drawing of proposed Woolley Bridge Junction layout provided
17/12/2020	HE Email	Meeting minutes distributed for comment
17/12/2020	DCC Email	Confirmation meeting minutes were a 'fair reflection'
17/12/2020	DCC Email	Joint response from HPBC and Derbyshire CC to the consultation, stating that they were making a holding objection based on the lack of information provided on traffic and environmental impacts.
18/12/2020	HE Email	Email to confirm GI methodology
04/01/2021	HE Email	Email to provide GA drawings regarding street lighting.
06/01/2021	DCC Email	Email providing details of Derbyshire's updated street lighting specification.
06/01/2021	DCC Email	Email regarding discussion about scheme layout presented and draft comments. Contact details were also provided.
11/01/2021	DCC Email	Email regarding a DCC development in the locality of the Scheme
14/01/2021	HE Email	Confirmed that the DCC scheme and A57 Link Roads do not overlap, although opportunities for joint drainage could be considered.
01/02/2021	HE Email	Details of highway maintenance boundary drawings provided and request for meeting in summer 2021
01/02/2021	DCC Email	Agreement to meet regarding street lighting in summer 2021.
09/02/2021	HE Email	Draft Scheme Layout sent for comment plus request for existing asset details, review of commencement and maintenance definition, materials pallet and existing adoption boundaries.
03/03/2021	HE Email	Chasing response to GI methodology
22/03/21	HE Email	Chasing responses to draft layout email and
22/03/21	DCC Email	Details of materials pallet and information on future contacts
24/03/21	HE Email	ES Cumulative effects assessment and committed development definition
25/03/21	HE Email	Review of COSA Assessment requested

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
26/03/21	HE Email	Chasing response to GI methodology
31/03/21	DC Email	Details provided of residential development at Woolley Bridge Junction to be considered in HE design
<i>UPDATE 06/04/21</i>	<i>HPBC Email</i>	<i>Confirmed that the High Peak sites identified within the COSA assessment do not belong to the Council. Requested additional policy added with regard to High Peak BC.</i>

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) HPBC and (3) Derbyshire CC in relation to the issues addressed in this SoCG, between November 2020 and March 2021.

3. Issues

3.1 Issues Related to the Environmental Statement (ES) [TR010034/APP/6.1-6.5]

Table 3-1: Issues Related to the Environmental Statement (ES)

ES Chapter	Section	Issue	HPBC and Derbyshire CC	Highways England Response	Status
Air Quality	Methodology	AQMAs	The Consultee stated that air quality is a major concern. Since the last public consultation on the scheme in 2018, HPBC has designated Air Quality Management Areas (AQMA) on sections of the A628 in Tintwistle and the A57 at Dinting. Detailed assessment is required.	The Applicant's air quality assessment (in the ES [TR010034/APP/6.3] 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.	Agreed
		Dinting Vale	The Consultee questioned the air quality results at 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 changes are expected, which includes the Dinting Vale area. Full results will be reported in the Environmental Statement [TR010034/APP/6.3].	Agreed
		Greater Manchester Clean Air Zone (CAZ)	The Consultee indicated that the potential impact of the Greater Manchester Clean Air Zone (CAZ) and associated risk of 'rat runs' should be considered.	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	Agreed

ES Chapter	Section	Issue	HPBC and Derbyshire CC	Highways England Response	Status
				<p>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.</p> <p>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.</p>	
		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.	The Applicant will provide traffic modelling and air quality data within its DCO application. (Environmental Statement [TR010034/APP/6.3] and] Transport Assessment Report [TR010034/APP/7.4]	Agreed
Archaeology & Cultural Heritage	Methodology	Archaeological investigation scope - Derbyshire	The Consultee queries why the Applicant is only allowing for "pre-DCO application archaeological investigations within the extent of 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.	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 Derbyshire CC's representative.	Agreed
		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.	This approach has been agreed in consultation with the Derbyshire CC's representative.	Agreed
		Cultural heritage	The Consultee suggested that the following assets should be included in the assessment; Scheduled Monuments and non-designated, valued assets in	The Applicant is to review the inclusion of these assets within the assessment in the Cultural heritage chapter (Chapter 6) of	Agreed

ES Chapter	Section	Issue	HPBC and Derbyshire CC	Highways England Response	Status
		assessment	the immediate Longdendale landscape; Tintwistle and Langsett Conservation Areas and assets along the A57 extending to Ladybower.	the ES [TR010034/APP/6.3].	
		Melandra Castle	It indicates that the assessment of setting impacts to Melandra Castle should comprise a setting study following the five-step principle established in Historic England guidance and include appropriate viewpoint photography/ photomontages to show the potential impacts of the development.	The Applicant undertook the assessment in relation to this guidance.	Agreed
			The Consultees stated it that it had requested additional viewpoints of Melandra Castle but could not see them within the consultation materials.	The Applicant stated that it currently had three representative Viewpoints in the vicinity of Woolley Bridge and Melandra Castle: a) View from the Woolley Bridge (A57) adjacent residential properties: b) View from Trans Pennine Trail c) View from PRoW HP12/72/3 adjacent Melandra Castle (SAM)	Agreed
Biodiversity	Methodology	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 Derbyshire CC only has comprehensive ecological data within the count.	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	Agreed
		Surveys	The Consultee stated that the ecological surveys identified in the PEIR were acceptable.	Applicant noted	Agreed
		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-statutory designated sites can be found nearby.	Applicant noted	Agreed
Landscape and Visual	Assessment	Assessment	The Consultee stated the Scheme's success will be dependent on assessment results, mitigation on	The Applicant selected 31 representative viewpoints for the visual effects	Agreed

ES Chapter	Section	Issue	HPBC and Derbyshire CC	Highways England Response	Status
Impacts			identified impacts and how it will reinforce landscape character.	<p>assessment, which were agreed with the Local Planning Authorities, (LPAs) PDNPA, Tameside Metropolitan Borough Council, HPBC, Derbyshire CC.</p> <p>It has scoped some of the viewpoints out (listed below) as the footprint of the Scheme has been reduced resulting in some viewpoints no longer representing receptors likely to experience a significant effect.</p> <p>The assessment of the indirect effects methodology has been reassessed.</p> <p>The Arcadis (2018) methodology was previously agreed with the PDNPA. Highways England will seek to discuss and agree these amendments with PDNPA, and discussions are ongoing.</p>	
		Land take for landscaping	The Consultee stated that the Applicant should ensure that significant land is acquired to truly integrate the road improvements with the surrounding landscape and screening planting.	The Applicant indicated that the DCO boundary has been devised to allow sufficient landscaping/screen space	Agreed
		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.	<p>In line with DMRB guidance (LA 107) a high-level night-time assessment will be undertaken for landscape and visual receptors which might be likely to be affected by the addition of artificial lighting from lighting columns associated with the Scheme.</p> <p>The night-time landscape of the 1km study area has also been undertaken along with site visits to six representative viewpoints. The viewpoints were selected to obtain the most unobstructed night views of the Scheme and provide an accurate</p>	Agreed

ES Chapter	Section	Issue	HPBC and Derbyshire CC	Highways England Response	Status
				representation of the receptors along the Scheme corridor. The assessment considers the 'sight of light' and the effects of light on the character of an area, views and a general quality of life. The night-time assessment can be found with the summary schedules.	
		Ecology and lighting	The Consultee raised the impact of lighting on ecology.	The Applicant considered that vegetation would be retained in the area and plans for planting which would mitigate lighting impacts on ecology.	Agreed
		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.	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.	Agreed
		River Etherow Bridge crossing	The Consultee indicated that that the Bridge crossing over the River Etherow is shorter than proposed and it should ensure a sufficient scale to allow the landscape and ecology of the river to 'flow' beneath it.	The Applicant stated that the impacts created by the Bridge will be reviewed in the ES [TR010034/APP/6.3] and any required mitigation included in the design.	Agreed
Landscape and Visual Impacts	Consultation	Local landscape	The Consultee queried how the public are being consulted on the local landscape and what kind of response there has been.	In line with the new DMRB guidance LA 107, community consultation has included provision – in the form of a questionnaire - to determine what communities most value in the landscape.	Agreed
Socioeconomic assessment	Assessment	Economic and regeneration benefits	The Consultee stated that the PEIR and ES should include a more extensive and robust assessment of likely economic and regeneration benefits.	The Applicant stated that strategic employment sites have been scoped out in accordance with PINS guidance. The Case for the Scheme	Agreed

ES Chapter	Section	Issue	HPBC and Derbyshire CC	Highways England Response	Status
				[TR010034/APP/7.1], which will be part of the DCO application pack will consider the economic impacts of the Scheme	
Alternative Options	N/A	Climbing Lanes	The Consultee stated that the climbing lanes previously proposed on the A628 should be reinstated into the project.	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 to be taken forward due to the risks gaining consent, programme delays created by online construction of the works and lower economic performance.	Agreed
	N/A	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.	The consultation relates to the current A57 Link Roads scheme and the Applicant is unable to comment on future pressure for additional highway works.	Agreed
	N/A	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.	The various alternatives assessed are described in Chapter 3 of the ES.	Agreed

3.2 Issues Related to Consultation

Table 3-2: Issues Related to the Consultation

Consultation	Sub topic	HPBC and Derbyshire CC Comment	Highways England Response	Status
Consultation zone	Consultation zone – brochure distribution	<p>The Consultee indicated its 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>	<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 it distributed consultation packs to adequately covers the communities most affected by the Scheme.</p> <p>It also stated the wider consultation advertisement which had taken place and indicated that Padfield is one of the many areas included within its target zone for newspaper and social media advertising.</p> <p>All the consultation materials were stored online, and copies were available at three deposit points. It also offered hard copies of the consultation brochure and response form on request, as well as all other materials on a DVD or USB. The Applicant confirmed that it had placed a poster about the Scheme on the Padfield community notice board.</p>	Agreed
Future engagement	Peak District National Park (PDNP)	The Consultee wishes to continue working with Applicant to understand the effects of the Scheme on the PDNP.	The Applicant has assessed the impacts of the Scheme on the PDNP within the ES [TR010034/APP/6.3].	Agreed
Insufficient information	Lack of data in the PEIR – traffic/ environment	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.	The Applicant will provide environmental and traffic data within the DCO Application. The traffic modelling has been altered following changes to the Scheme arising from consultation.	Under discussion
	Lack of data in the PEIR – PDNP	The Consultee states that the Scheme lies some distance from the PDNP boundary and it therefore wishes to focus on the wider	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.	Agreed

Consultation	Sub topic	HPBC and Derbyshire CC Comment	Highways England Response	Status
		operational effects of the Scheme on the PDNP 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 PDNP.	As part of these discussions the methodology for assessing the representative viewpoints of the Scheme has been agreed.	
	Lack of data in the PEIR	The Consultee stated that it's comments on the 2018 PEIR remain.	The Applicant will consider these issues within the DCO application and accompanying ES [TR010034/APP/6.3].	Agreed
	Holding objection	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.	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/6.3].	Under discussion
		The Consultee wishes to submit a holding objection to the public consultation exercise, pending the availability of detailed and robust evidence for the Scheme.	The Applicant will be providing the information requested within its DCO application. It seeks to include the consultee in further discussion.	Under discussion

3.3 Issues Related to Design

Table 3-3: Issues Related to Design

Design	Sub-topic	HPBC and Derbyshire CC Comment	Highways England Response	Status
HGV	Weight limit	The Consultee indicated that the weight limit on vehicles should be considered on Transpennine routes for HGVs.	The Applicant stated that it was 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 and the Government have stipulated that the Network must be accessible to all.	Agreed
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.	Following consultation, the Applicant altered the road markings at this junction to improve safety.	Agreed
	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.	Traffic movements associated with the proposed residential development has been accommodated within the Scheme.	Agreed
	Additional traffic lane at Woolley Bridge Junction	Derbyshire CC has concerns 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.	The Applicant and Consultee are discussing the layout of this junction	Agreed
	Traffic calming	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	Traffic calming is proposed along Woolley Lane as part of the Scheme. Details are to be agreed with Tameside MBC.	Agreed

Design	Sub-topic	HPBC and Derbyshire CC Comment	Highways England Response	Status
		side of Woolley Bridge in Tameside MBC, to discourage motorists using an alternative route.		
	Material Pallet	The Consultee has sent over details of the 'Surface course materials policy'.	Applicant noted	Agreed
	Highway boundary information	The Consultee has raised a query regarding the existing, adopted highway boundary within the Council.	The Applicant and Consultee are discussing the adopted highway boundary	Agreed
Drainage	Derbyshire County Council Drainage Scheme	Consultee contacted Applicant about its own drainage scheme	The Applicant confirmed that there was no direct overlap with its own drainage scheme, however it will consider potential joint drainage proposals in the detailed design stage.	Agreed
NMU	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.	The scheme design currently proposes a new footway/Cycleway link to be created from the proposed Woolley Bridge Junction to the existing Pegasus crossing located on the A57 which carries the Trans Pennine Trail (Long Distance Route) over the said road – the side at which it abuts the Rive Etherow. If this footway/cycleway inclusion is possible in terms of a design solution, then it would go up to the Pegasus crossing, it is not considered that it would 'vary' the Long Distance Route as it would be adjacent to the existing boundary	Agreed
Traffic data	Assessment of traffic data	<p>The Consultee stated that it had assessed the traffic data provided for review and had questions about the modelling it wished to cover. The Consultee requested further information from the Applicant.</p> <ul style="list-style-type: none"> The Consultee would like to understand the potential for shorter journey times between Glossop and M67. The Consultee is concerned that reduced travel times to and from Manchester could 	The Applicant will provide environmental and traffic data within the DCO Application. The traffic modelling has been altered following changes to the Scheme arising from consultation.	Agreed

Design	Sub-topic	HPBC and Derbyshire CC Comment	Highways England Response	Status
		<p>increase traffic flows on both the A57 through Glossop and A628 through Tintwistle to access the Scheme.</p> <ul style="list-style-type: none"> The Consultee requested further information on the traffic signals and implications regarding further congestion in Glossop. 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. 		
	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.	The Greater Manchester CAZ Toll has been considered within the transport assessment provided within the DCO application [TR010034/APP/7.4]	Agreed
	Traffic signals	The Consultee indicated that DCC changes to traffic signaling will affect the Applicant's traffic model.	Applicant noted	Agreed

3.4 Issues Related to Construction Traffic

Table 3-4: Issues Related to the Construction Traffic

Construction traffic	Sub-topic	HPBC and Derbyshire CC Comment	Highways England Response	Status
Construction traffic	Disruption	The Consultee believes that there will be disruption to local residents and businesses during construction phase of the Scheme.	<p>The Applicant has set out the potential construction impacts within the ES and Environmental Management Plan [TR010034/APP/6.3 and 7.2]</p> <p>The majority of the Scheme will be built offline decreasing such impacts.</p>	Agreed

3.5 Issues Related to Future Maintenance of Assets

Table 3-5: Issues Related to the Future Maintenance of Assets

Maintenance	Sub-topic	HPBC and Derbyshire CC Comment	Highways England Response	Status
Maintenance	SoCG	The Consultee states that should the DCO be granted, it wishes to confirm maintenance responsibilities/liabilities within a SoCG	The Applicant has prepared this SoCG to provide an initial, draft record of such discussions and issues.	Agreed
	Flood risk and drainage	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 SoCG	Applicant agrees that ongoing discussions are required.	Agreed
	Adoption of Scheme	The Consultee asked which sections of the Scheme would be adopted by the Applicant.	The Applicant explained that there are two sections of the Scheme from M67 Junction 4 to Mottram Moor Junction (including all structures) and attenuation ponds 1 and 2 (Work Plans TR010034/APP/2.3).	Agreed
DCO definitions	Definition of maintenance and commencement in DCO	The Consultee and Applicant are discussing the definitions of maintenance and commencement.		Agreed

Appendix A. Correspondence and Meeting Minutes

Meeting Minutes

- 1st May 2018 – Trans-Pennine Upgrade – Steering Group Meeting
- 30th November 2020 – Woolley Bridge Junction
- 1st December 2020 – Environment

Formal response to S42 Consultation

- 14th December 2020

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:	Woolley Bridge Junction		
Meeting place:	Teams	Meeting no:	1
Date:	30 th November at 4pm	Minutes by:	██████████
Present:	██████████	Representing:	Derbyshire County Council Derbyshire County Council Derbyshire County Council BBA BBA

ITEM	DESCRIPTION AND ACTION	RESPONSIBLE
1.	Introduction ████ provides an update of the Scheme since last consultation, illustrating the current alignment of Woolley Lane junction, including NMU routes, additional traffic lane and traffic island. █████ asks whether DCC would want to review LinSig plan – █████ is happy to provide basic feedback.	
2.	Additional traffic lane ████ advises that traffic will be unlikely to split themselves between two lanes turning right. █████ advised the design is inline with DMRB guidance but acknowledges concern. █████ has reservations about two lanes merging into one, and queried the implications of changing this into one lane. Further stated that depending on the results of the safety audit and █████ review, █████ would want to be confident that one lane would be sufficient. █████ acknowledged █████'s comments and highlighted that the island would simplify the lanes. █████ stated that DCC aim to engineer out this type of layout on busy roads.	
3.	Signal design ████ wanted a progress update on signal design. █████ advised it is preliminary but is difficult to define due to TfGM UTC making further amendments (i.e. to radius/island) which will be updated post-consultation, along with any comments from DCC and will aim to be fixed going through the DCO process. █████ comments on the	

Next meeting:	NA	Distribution:	██████████
Date issued:	---	File Ref:	HE551473-BBA-HGN-A57_AL_SCHEME-MI-CH-000001

NOTE TO RECIPIENTS:

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	<p>secondary signal signs on side road (eastern side), and advises the alignment needs further development. ■ states the eastern entrance leads onto a small housing development site (around 20 houses) therefore the kerbs have been estimated based on the planning application. ■ recommends further consultation with ■ who will be able to advise further on the level of detail. Overall preference would be to signalise this junction, as leaving it unsignalised will pose a safety concern when exiting the junction. ■ presents the maintenance layby, located south of Woolley Bridge junction. ■ states that this is an appropriate location but would depend on maintenance vehicle (i.e. size) and signal heads.</p>	
4.	<p>Traffic modelling</p> <p>■ questions whether the traffic modelling demonstrates any adverse impact on villages such as Tintwistle, as DCC are responsible for these roads. ■ advises he will confirm this, and states that the Scheme is designed to operate with reserve capacity for the design year. ■ highlights concerns about potential delays, however ■ stated that traffic will be eased in some areas. ■ in agreement. ■ advises that traffic calming measures are being considered further north, on the road to Gun Inn, to discourage use of this route. ■ states that traffic calming measures should also be considered on the eastern side of the bridge in Derbyshire, as it may encourage motorists to avoid any traffic calming measures and use an alternative route. ■ advises that there is only a small section of RLB but will take this into consideration.</p>	
5.	<p>General</p> <p>■ queried who would be able to assist with obtaining asset information in relation to existing infrastructure (i.e. drainage, pavement, street lighting). ■ advised ■ can share contact details of appropriate colleague. ■ questioned whether DCC have any general queries or concerns with either the previous or current design. ■ advised that there is nothing in particular, apart from the public complaints regarding current delays. Further questioned whether consultation with affronting properties once a detailed plan has been produced, on behalf of DCC, as a Scheme promoter.</p>	

Next meeting:	NA	Distribution:	■■■■■■■■■■
Date issued:	---	File Ref:	HE551473-BBA-HGN-A57_AL_SCHEME-MI-CH-000001

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Meeting Notes

Project: A57 Link Roads

Subject: Derbyshire County Council and High Peak Borough Council landscape discussion

Meeting place: Online	Meeting no: 1
Date: 1 December 2020 10:20-11:20	Minutes by: [REDACTED]

Present:



ITEM	DESCRIPTION AND ACTION	RESPONSIBLE
1.	<p>Introduction</p> <p>[REDACTED] talks through the Scheme changes since the previous consultation. [REDACTED] confirm they have understood the update Scheme and are happy with the description</p>	
2.	<p>[REDACTED] advised that a large part of the Scheme is outside of their administration and DCC are mainly interested in Woolley Bridge and the River Etherow Crossing. That has been the focus of their comments to date. Appreciate that there are more complex elements of the design further to the west</p>	
3.	<p>[REDACTED] talks through the current Landscape impact and visual assessment approach, focusing on changes in methodology since the 2018 consultation. These include:</p> <ul style="list-style-type: none"> ▪ The proposals to scope out viewpoints VP2, VP10, VP18, VP20. This is largely due to the Scheme changes resulting in visual effects that were negligible ▪ The night-time assessment is now in line with the updated DMRB guidance. Taken out the technical lighting elements of the old Arcadis work as this is out of the scope of landscape 	

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4. ■ queries if the night time views have constituted any additional viewpoints as at night the impact of lighting may cause new visual impacts e.g. for people of no view of the route per se but at night if they look beyond it to unlit moorlands suddenly there would be lights in that view or the general glare of lighting – potentially taking away a view they currently enjoy

■ advises that they selected viewpoints from the day viewpoints but kept them all along the route to get a good feel of the route. Also, from being on site the further you are away from the Scheme all you can see is an overall sort of haze – e.g. if resident in perfectly unlit area might notice a negligible effect due to where the route is going its (pretty well-lit along route anyway and on the edge of an urban area) the viewpoints chosen for nights are where the biggest impact would be expected e.g., VP5 Roe Cross Road will have the biggest impact/ significant kind of effect at night / significant effect at night and during the day

■ confirms ■ doesn't see it as much of an issue and accepts ■'s points. From Woolley Bridge looking back to Mottram moor there would be plenty of lights already from the town anyway so shouldn't be a major issue

■: It's also worth highlighting the design and specification of the lighting, The colour temperatures being used are 3000k to give of a relatively warm light which would also reduce the harshness of the glare and the impacts on the wildlife.

■: the column heights of lighting is also being restricted as well so it does not exceed the existing established tree line.

■: Also, at the crossing over the River Etherow studies have been undertaken for the lighting here to identify the optimum lighting heights and minimise the impacts on the river below

■ that's a interesting one as floodplains aren't usually associated with developments – and lighting can impact the ecology of the corridor as well

■: Yes – so it has been considered and there will be a fair bit of vegetation retained in the area and plans for planting which would mitigate any lighting impacts

5. ■: In terms of previous comments from the previous consultation. We did request for an additional viewpoint at Melandra Castle but based on the current consultation materials we can't see if that has been taken aboard.

■ It is within the ES as viewpoint 17 and has been included in our assessment. The viewpoints in the PEIR are different as the assessment for the ES is more detailed and has resulted in a number of new receptors and viewpoints.

■: The ES will be submitted with the DCO – currently looking at the spring for submission

■ to send confirmation that we have considered the residents at Woolly Drive, the Trans Penine Trail, and Melandra Castle and how these will be

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	<p>█: What has been published now doesn't resolve previous comments as can't comment on it without seeing sight of the information</p> <p>█ Yes, with Melandra Castle and two other viewpoints, including residential properties along Woolley Bridge and views long the Trans Pennine Trail</p> <p>█ We have added in these receptors for the ES and we can send summary detailing these additional viewpoints and receptors within the DCC and HPBC boundaries</p> <p>█: Agrees that would be helpful and set out what additional info will be set out in the ES at the minute we have holding objection on basis of limited info and this is only small part of that – similar with traffic and AQ – in that the info is not in PEIR but will be coming in ES so can't comment on it now</p>	considered these in the ES
6.	<p>█ It's also worth noting that in line with updated DMRB we have also asked the public through this consultation what they value about the local landscape</p> <p>█ queries how this has been done and what kind of response we have had</p> <p>█ We have added a question in the public consultation forms and people have been quite responsive</p>	
7.	<p>█: Interested in knowing how visible the route is from Melandra Castle</p> <p>█ The impact is mainly changes to mid-range views and most prominent is the bit around the River Etherow – and again views as it approaches Mottram moor. The topography and vegetation will screen it somewhat and there will be the false cutting works as well – so it will be visible but over time it will be reduced once the mitigation / veg has grown – so will go from moderate to minor</p>	
8.	<p>█: It's also important to recognise that planting in linear form doesn't hide the route from view, it can actually draw attention to it as it is clearly in the landscape and at odds with the traditional setting.</p> <p>█: It's a good point, in terms of mitigation, we are not just looking at screening as we understand mitigation should be landscape led and aligned with the existing landscape character. For each localised section of the route we have created scheme level character area and we will be integrating the mitigation, so it is actually embedded into the design rather than coming along afterwards</p> <p>█: Just need to make sure there is enough land to deliver the enhancements and mitigation – try to get a gain out of the Scheme</p> <p>█: There is certainly design goals and enhancements we are looking at</p>	

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	<p>█: An obvious one is around the attenuation ponds – obviously first and foremost drainage is a requirement, but they can be overengineered – can also consider biodiversity net gains</p> <p>█: this is the aim – we have looked at naturalistic design for the SuDS and we are also running exercise on the slope profiles so get more naturalistic slopes. We don't want to highlight the road as a linear feature , where it is more open we are looking to focus more energy on the scope profiling / access tracks around the SuDS ponds – they need to go where they need to go but there are ways where that can be improved with a bit of thinking and working collaboratively</p> <p>█: I assume the more detailed landscape design won't come until further on?</p> <p>█: Where landscape mitigation is embedded this has been front ended but other bits will come a bit later and will depend on other disciplines</p>	
<p>9.</p>	<p>█ asks if we draft up something on the points discussed and presented prior to the meeting (Appendix A of these minutes) as well as clarification on the comments made on needing the additional viewpoints and receptors, can you confirm if you would be satisfied with the proposals and comments</p> <p>█ comments that the table sent through seems almost like the basis of an SoCG – is this the intent? This seems to be what we are doing and could form part of it</p> <p>█ asks if we draft up the landscape elements of the SoCG it would be a good way of capturing this discussion and where we have got to with it</p> <p>█: Agree that the general approach is fine, and the methodologies are well defined – hasn't got any major issues with the approach</p>	<p>BBA to send over updated table covering issues discussed today along with the extra information requested y DCC and HPBC (see point 5)</p>
<p>10.</p>	<p>Meeting closes</p>	

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██████████
Senior Project Manager
Highways England
Freepost A57 TRANS-PENNINE UPGRADE MAILBOX

14 December 2020

Dear ██████████

A57 LINK ROADS PROJECT: PUBLIC CONSULTATION

The statement below is submitted to Highways England jointly by Derbyshire County Council (DCC) and High Peak Borough Council (HPBC).

Member Comments

Representatives of Highways England presented details of the A57 Link Roads scheme to councillors on 3rd November 2020. The scheme was subsequently discussed at HPBC's Economy and Growth Select Committee on 26 November 2020 and by the Executive on 3rd December.

The following comments were made in respect of the scheme:

- Significant concern was expressed regarding the absence of environmental and traffic data published with the public consultation. In particular:
 - Further clarification is sought on the implications of the traffic lights included in the scheme which were considered likely to result in further traffic congestion in Glossop.
 - Air quality is a major concern. Since the last public consultation on the scheme in 2018, the Borough Council has designated Air Quality Management Areas (AQMAs) on sections of the A628 in Tintwistle and the A57 at Dinting. Detailed consideration air quality impacts is essential, including the implications for local school children in the vicinity of the AQMAs.
 - The potential for shorter journey times between Glossop and the M67 were discussed but there is little evidence currently available to demonstrate this.
- The A57 Links Roads Scheme does not provide a solution to the traffic related problems on the A628 in Tintwistle. This should be addressed as a matter of

urgency. The original Mottram, Hollingworth and Tintwistle Bypass as previously proposed by the Highways Agency would be a better solution than the scheme now proposed which addresses congestion in Mottram only.

- A weight limit on vehicles should be considered on trans-Pennine routes for HGVs
- The crawler lanes previously proposed on the A628 should be re-instated into the project
- Concerns were raised regarding the disruption to local residents and businesses that would occur during the construction phase of the scheme.
- The potential impact of the Greater Manchester Clean Air Zone and associated risk of “rat runs” should be considered. Drivers may seek to try and avoid a charge in Greater Manchester by diverting their route to join the SRN in High Peak.

Consultation on the scheme and Preliminary Environmental Impact Report (PEIR) has been undertaken with DCC's Elected Members and the following comments have been received:

[REDACTED] their comments on the scheme. At the time of writing no comments have been received from DCC's Elected Members. Any member comments subsequently received will be forwarded to you for you information.

Officer Comments

In addition to the feedback highlighted above, the Councils have an additional technical issue to raise. We welcome the opportunities for engagement with Highways England as part of the stakeholder group since the last consultation. However, unfortunately, despite the ongoing discussions, our concerns identified in response to the 2018 consultation largely remain. The PIER does not provide sufficient information to allow detailed scrutiny of the implications of the scheme. As such, we have been unable to make any meaningful progress on the preparation of the Local Impact Report required as part of the Development Consent Order process. Comments on specific matters are as follows:

Highways Issues

DCC fully recognises the severe impacts of existing traffic flows on the highway network on the A628 and A57 and the associated adverse implications for the residents of Woolley Bridge in Derbyshire and Mottram Moor in Tameside and the wish for Highways England to address these issues. However, DCC is also concerned about the wider impacts of the Scheme on the highways network, particularly on the A57 through Glossop and A628 through Tintwistle. This is because the Scheme and its likely improvements to connectivity and reduction in travel times to and from the Manchester conurbation could potentially make it more attractive to road users in Derbyshire and consequently increase traffic flows on both the A57 through Glossop and A628 through Tintwistle to access the Scheme.

In this respect, DCC expresses significant concerns about the lack of supporting evidence and information published in the PEIR on the potential highways impacts of the Scheme. DCC understands through its on-going discussions with Highways England that comprehensive traffic modelling works have been undertaken by Balfour Beatty Atkins on its behalf but that the outcomes of this modelling work may not be fully completed and available for publication prior to the publication of the DCO.

Clearly, there will inevitably be wider impacts of the Scheme that extend well beyond the red line boundary identified in the PEIR relating to traffic flows and how they impact on air quality, noise and vibration and people and communities etc., which are key environment topics covered in the PEIR. However, in the absence of a transportation assessment or indeed any substantive traffic flow information within the PEIR, together with any information relating to the economic impacts of the scheme (either in terms of its user disbenefits (journey times) or wider economic (regenerative) impacts) it is difficult for the County Council, and indeed other stakeholders, to make an objective assessment of the effects of the Scheme. Key topic areas in the PEIR cannot be considered to be robust until the impact assessments are informed by the necessary transport assessment and traffic flow information.

The County Council fully understands the reasoning behind the Scheme i.e. to improve conditions for residents within the Mottram Moor and Woolley Bridge areas. It also acknowledges that the scheme could be likely to generate wider significant economic and regeneration benefits for the Glossopdale area in Derbyshire associated with improvements in connectivity to and from the Manchester conurbation for residents and businesses (see further comments below). Unfortunately, the lack of information in the PEIR makes it difficult for the County Council to provide its full support for the proposed scheme in the absence of any substantive assessment of the potential traffic impacts of the scheme, in particular on roads within Glossop and Tintwistle and their associated communities; and in the wider area on the A57 and A628, where increased traffic flows could impact on highway safety through the Snake and Woodhead Passes.

You may recall that DCC, in responding to the previous consultation, indicated that:-

It is considered that the timely provision of such information, ahead of, or as part of the current public consultation exercise, may have allayed such concerns. This would have provided a forecast of potential changes to traffic flows resulting from the delivery of the scheme, and would in turn enable the County Council, as Local Highway Authority, to agree with Highways England a package of mitigation works to be developed and implemented on the local roads in Derbyshire. Derbyshire County Council strongly recommends to Highways England that, on completion of the transport modelling works, it should provide a detailed traffic impact assessment of the works to key local authorities impacted by the Scheme.

Whilst only the traffic signal controlled junction together with a short section of carriageway in Wooley Bridge would be located in Derbyshire, nevertheless the Local Highway Authority will engage with both Tameside Metropolitan Borough Council and Highways England in order to agree the layout of the scheme and

its subsequent adoption of the parts of the scheme falling within Derbyshire. The County Council would anticipate that these would presumably be made through a legal agreement(s) with the County Council together with the relevant local authorities. In the meantime, however, Derbyshire County Council will continue working with Highways England and other relevant organisations in the setting out of a number of Statements of Common Ground (SoCG) as part of the DCO process.

In the context of the comments above relating to the absence of a transportation assessment, DCC wishes to submit a **holding objection** to the public consultation exercise, pending the publication in due course by Highways England of more detailed and robust evidence on the likely highways impacts of the Scheme. DCC reserves its right to re-consider its position pending the publication of this additional evidence.

Network Management Issues

DCC's Network Management Officers have been contacted by Highways England's highway consultants regarding the proposed design of the new signal controlled junction on the A57 at Woolley Bridge linking to the single carriageway link road. Should the Development Consent Order be granted by the Secretary of State, DCC understands that Highways England will require the County Council, as Highway Authority for that part of the scheme that falls within Derbyshire, to adopt the new junction following completion of the Scheme. The County Council also understands that Highways England will require Tameside Metropolitan Borough Council to adopt the new bridge crossing of the River Etherow to the west of the new signal controlled junction. These requirements will need to be set out clearly within the Development Consent Order and within any associated Statements of Common Ground the County Council will be required to be signatory to by Highways England so that future maintenance liabilities are clearly understood by all parties.

With regard to the proposed design of the signal controlled junction on the A57 at Woolley Bridge, in discussions with Highways England's consultants, DCC's Network Management Officers have expressed some significant concerns about the design of the scheme, particularly the proposed inclusion of two lanes on the new link road that approach the new junction to turn right to head southwards on to the existing A57 which then also has two lanes that merge into one on the A57 after a relatively short distance. DCC's Officers consider that such a design raises safety issues with the merging of traffic down to one lane on a relatively short distance of highway and have requested that Highways England's consultants give this issue further thought as the County Council would prefer to see a more traditional one lane design solution for traffic turning right off the new road to head south towards Glossop, particularly if the County Council is being requested to adopt the new junction following completion of the scheme.

Any amendments that are made to the design of the signal controlled junction as above, may also have an impact on the traffic modelling that is being undertaken by Highways England's consultants also referred to above.

The new junction on the A57 is located adjacent to a site to the east of the A57 that has outline planning permission for new housing development (HPK/2017/0198) comprising 31 new dwellings with proposed access directly onto the A57.

DCC is aware that Highways England was consulted on the planning application by HPBC and made the following comments on 14th February 2018:

As part of the Trans Pennine Upgrade, Highways England have announced in a Preferred Route Announcement in November 2017, that they intend to construct a new single carriageway link from the A57(T) at Mottram Moor to a new traffic signalised junction on the A57 Wooley Lane, to alleviate the existing traffic problems encountered within the area of Mottram Moor, Wooley Lane and Wooley Bridge. We therefore recommend the following planning condition be attached to any planning permission that may be granted:

1) No development shall take place until a formal agreement has been reached between the developer and Highways England, regarding the location and design of the new access road to the development, so that access road can be properly modelled and integrated within the proposed development of the new junction.

DCC as Highway Authority was also consulted on the planning application by HPBC and made comments on the planning application dated 4th July 2017, in which it raised no objections to the application subject to the imposition of a range of conditions, one of which was:

Condition 1:

Before any operations are commenced a detailed scheme showing the proposed new junction to Woolley Bridge A57 should be submitted to the local planning authority for written approval, including exit visibility splays commensurate with 85 percentile vehicle approach speeds in either direction, laid out and constructed in accordance with the approved designs, the area in advance of the sight lines being constructed as footway and dedicated as highway on completion.

A subsequent reserved matters application (HPK/2019/0133) was submitted by the applicant on 25th March 2019 for the scheme. DCC was consulted by HPBC for its highways comments on the R/M application and commented that:

On the basis that the proposed new estate street is generally acceptable from a highway viewpoint and if your Authority is minded to approve the application, the following conditions, recommended in the interests of highway safety, should be appended to any consent: -

3) No part of the development shall be occupied until a new estate street junction has been formed to the A57 and provided with visibility sightlines extending from a point 2.4m from the carriageway edge, measured along the centreline of the access, for a distance of 68m in each direction measured along the nearside carriageway edge. The area in advance of the visibility sightlines shall be retained throughout the life of the development free from of any object greater than 1m in height (0.6m in the case of vegetation) relative to adjoining nearside carriageway channel level.

4) *Prior to any works exceeding demolition and site clearance, details of the following works to the highway will need to be submitted to and been approved in writing by the Local Planning Authority:*

- i) Relocation of the existing bus stop*
- ii) Relocation of the existing street lighting column*

The development hereby permitted shall not be occupied until these works have been completed in accordance with the approved details. For the avoidance of doubt the developer will be required to enter into a 1980 Highways Act S278 Agreement with the Highway Authority in order to comply with the requirements of this condition.

Highways England was also consulted by HPBC on the R/M application and provided comments to the Borough Council on 29th November 2019 as follows:

We have reviewed the information and can confirm we have nothing further to add to our previous response of 1st October 2019 sent to you for this application. We can confirm that Highways England do not object to the planning application in principle and that we have engaged with the applicant to resolve any potential issue regarding this development.

I would however request that Highways England be kept informed of any changes to the development, as this has the potential to directly affect the proposed Mottram Bypass scheme.

We also need confirmation of the proposed alignment at the junction of Woolley Bridge Road and request that before any works start onsite site that we are consulted to ensure that this fits with what we have agreed with the developer.

The planning application has a resolution to be approved by HPBC pending completion of a Section 106 Agreement.

In the context of the above, it is noted that the latest consultation on the PEIR includes a higher level indicative proposed design for the new signal controlled junction set out in the Consultation Brochure. This indicates the provision of a link from the new junction to provide vehicular access to the new housing development. It will be important for Highways England to liaise closely with DCC's Highways Officers relating to the detailed design of the new junction and its provision for proposed vehicular access to the approved housing development site to ensure that the design solution is acceptable to all parties, particularly in the context of the concerns expressed above by the County Council's Network Management Officers.

Air Quality Issues

Air quality issues are covered in Section 5 of the PEIR, with further details of the assessment methodology presented in Volume 2 Appendix B, and associated maps in Volume 3.

Methodology

The basic methodology of the assessment is in line with a standard AQ assessment and can be accepted. Simply put, this methodology requires the creation of AQ model using various known local data (met data, traffic data etc). The AQ model is then validated against a base year (in this instance 2018 was chosen) to compare how well the predicted data compares with actual observed data (ideally, directly measured data). If it compares well or does so with an acceptable, predictable, correction factor, then the model can be accepted, and use to predict impacts by updating the model inputs for the chosen year, with (DS) and without (DM) the new road.

Baseline Data & Model Validation

The Air Quality monitoring section (section: 5.4.1 -5.4.20) is describing the sources of the data that they have used to obtain the base line, 2018 data. It is noted that this is case, the baseline data is not directly measured data but from various years and these has been “corrected” by either forward projection or backward projection, to the 2018 base year (called annualisation factor here). This inevitably introduces another element of uncertainty to the model.

At this stage it is not possible to comment in detail on the validation of the model, as not enough information is provided in the PEIR. For example, it is not entirely clear at this stage, why 2018 was chosen as the base year, when a full year of data was available for 2019 (TPU sites)? Also, one would typically expect results to decrease over the years, certainly when modelling (as vehicle emission are expected to improve year-on-year), therefore it is not clear how a decrease was calculated at Dinting Vale junction when calculating “back” from 2019 data (and also a decrease when projecting forward). This was certainly not reflected in HPBC results, which showed lower results in 2019 when compared to 2018 at a very similar location (HP25). It is not clear at this stage why results from the Dinting Vale Primary School (HP 21; part of the dinting vale AQMS), nor results from HP 22, located a little further down, have not been include in the verification or base line data.

Model Output / Impacts

The “validated” model has then been used to predict what will happen in the future (2025) with (DS) and without (DM) the new road, by inputting the predicted changes the new road will cause.

In this instance the primary change will be the traffic data differences between the DS & DM. However, traffic data has not been included.

The model has then been run on over 600, human health receptors, including some in High Peak. However, only “significant results” have been presented in the report, with details on the rest will follow in the full ES. The significant results are those that were exceeding* in the base year 2018” (*after they were corrected).

It is not clear if any of the “non-significant” additional receptors have experienced a significant change as this has not been presented, though it is assumed that no additional exceedances were noted, or these would, one would hope, have been presented. Presumably, this will be addressed in the full ES.

Model Output

The overall general conclusion of the modelling is that the road scheme will reduce or have no effect on air quality at all the current significant locations.

This includes the single receptor reported for High Peak, (R514 Dinting Vale junction,) where it is considered that the scheme will cause a minor improvement (although an exceedance may still be there) in AQ. This result would clearly be welcomed by HPBC, but it is impossible for us to concur with this assessment at this stage, as no supporting traffic data has been supplied with the report. It can only be postulated that either; the scheme is anticipated to cause a reduction in traffic at this point changes or it will instigate a change in vehicle types, to lower emitting vehicles. How it will do this though is not clear.

Scope

One of the criticisms of the previous report was the potential increase in traffic on the A628 and A57. The apparent or at least stated increased scope of this assessment to include the A628 and A57 in comparison to the previous PEIR was welcomed. However, it is not clear at this stage why the AQ impacts along the Dinting Vale area of the A57 in particular (or the A628 - Tintwistle) has not been presented or discussed.

One would assume that the justification for the omission, must mean that the predicted changes in traffic flows (due to DS) for this part of the A57 (and A628) shown on the accompanying maps (section 3), are not considered sufficient to meet the traffic screening criteria in Highways England DMRB LA105 air quality guidance and so were omitted.

In the absence of any traffic data or clear argument it is impossible for HPBC to agree with this conclusion at this stage. It is hoped that this is addressed in the full ES, and the impacts of the scheme on the two AQMAs in the HPBC region are presented.

Conclusions

The conclusion reached by the assessment is that no exceedances of the Air Quality Strategy objective have been predicted at any of the modelled sensitive receptors located along the Affected Road Network to date. As such, it is not considered that mitigation measures to minimise air quality effects during operation will be required. This will be confirmed when the assessment is updated in the Environmental Statement”

This is a significant conclusion and whilst such a conclusion would be welcomed by HPBC, there is a significant lack of detail accompanying the report to enable HPBC to agree with it, therefore, this conclusion is not currently accepted.

Crucially, no traffic data has been submitted, meaning the predicted AQ impacts cannot be related to changes in the predicted changes in traffic flows, nor can the omission of the impacts the scheme on the A57 in Dinting Vale area currently be justified. In addition, question marks are raised concerning the validation of the AQ model used for the predictions, most notably why corrected 2018 data was used above measured data for 2019.

It is hoped that these issues are addressed in the final ES and that sensitivity analysis is presented in the final report that both justifies further the above points and the impacts of these decisions on the predicted model outputs.

Cultural Heritage Issues

DCC's Archaeologist has reviewed the PEIR relating to archaeology and heritage impacts and considers that that the baseline on cultural heritage is accurate and has identified the correct range of heritage receptors and sensitivities.

Previous comments on the heritage sensitivities within Derbyshire on the first iteration of the PEIR in 2018 were as follows:

Only a very small portion of the red-line boundary for this scheme falls within Derbyshire, at the eastern end towards Woolley Bridge. The PEIR has correctly identified the archaeological/historic environment issues in relation to this part of the project, namely the potential for Roman archaeology associated with the line of the Roman road from Melandra/Ardotalia north towards Manchester, potential Roman settlement archaeology suggested by small finds in the Woolley Bridge area, the potential for prehistoric archaeology associated with the Etherow floodplain, and setting impacts to the Melandra Castle scheduled Roman fort lying just to the south of the proposal area.

Assessment of significance and impacts in relation to these assets will require a phased approach at the EIA stage, involving desk-based study and site-based field evaluation as appropriate. Field evaluation would typically proceed from an understanding of geo-archaeology (in particular of likely depths of alluvium in the river valley), and may then comprise geophysics in accessible areas supplemented by trial trenching where appropriate. Assessment of setting impacts to Melandra Castle should comprise a setting study following the 5-step principle established in Historic England guidance (Historic Environment Good Practice Advice in Planning 3) and including appropriate viewpoint photography and visualisation photomontage to show the potential impacts of the development.

In light of these comments, the County Council would query why the applicant is only allowing for "pre-DCO application archaeological investigations within the extent of Tameside Metropolitan Borough" (PEIR vol 1 6.5.6-6.5.9) when the County Council's comments above would seem to suggest that such considerations are also appropriate in Derbyshire (albeit in only a single field between the Etherow and A57). The same issues are relevant both west and east of the River Etherow, with prehistoric potential in the Etherow floodplain needing to be assessed, and the addition of Roman potential in the A57 corridor.

DCC would therefore recommend that the Derbyshire part of the route be added for completeness to the area for investigation at PEIR 6.5.6-6.5.9. The same considerations and methodologies are appropriate as for the eastern end of the Tameside portion of the route. This adds only a single field to a much larger

investigation within Tameside, and is therefore likely to be achieved for negligible additional cost.

Ecology Issues

Ecological issues are covered in Section 8 of the PEIR. As only a very small part of the Scheme area lies within Derbyshire, this presents difficulties as DCC's Officers only have comprehensive ecological data within the County. In turn, this makes it difficult to judge the potential direct impacts which might arise from construction on land outside of the County area, but also indirect impacts, especially from the operational phase which might occur as a result of the scheme in Derbyshire. That said, however, no part of the Scheme's red line boundary area in Derbyshire appears to be covered by ecological designations nor supports records for notable species. Non-statutory designated sites can be found nearby (e.g. Melandra Castle and railway LWS – c1-200m from the scheme area), although the presence of statutorily designated sites are much more distant. As such, there are no ecological sensitivities immediately apparent, at least within the Derbyshire area.

With regards to the PEIR, it is considered that this appears to be adequate in scope, robust in approach, and suitable with regards to the surveys undertaken.

Landscape and Visual Impact

To a large extent the comments provided by DCC in their response to the first PEIR that was produced to support the scheme in 2018, remain relevant and although there have been changes to the design of the scheme, these have been largely beyond the county boundary relating, for example, to the connections with the A57, Mottram Moor. Given the River Etherow forms the county boundary, the main impact of the scheme as it relates to Derbyshire is the crossing of the Etherow and the junction with Woolley Bridge. It is indicated in the PEIR that the bridge crossing over the Etherow is narrower than initially proposed and whilst this is suggested to be a benefit, the crossing should ensure that it is of sufficient scale to allow the landscape and ecology of the river to 'flow' beneath it.

The main visual impacts of the scheme are likely to be on the small number of dwellings along Woolley Bridge where residents would get relatively open views of the new junction. This looks to be a fairly significant new junction with traffic lights and multiple lanes so is likely to have some negative effects over and above the current situation, although the County Council accepts that these additional impacts are in the context of what is already a very busy road.

Even in this relatively small area within Derbyshire the scheme does impact on two Landscape Character Types (LCT) as defined and described in the 'Landscape Character of Derbyshire' publication and perhaps the subtle differences in character could be reflected in the detailed design of the scheme, for example, through the selection of planting species. The Riverside Meadows LCT is particularly sensitive to development of this nature because of the generally linear nature of the landscape mapping the route of the River Etherow and the fact the new link road needs to cross it. The Etherow corridor through this area is already impacted at several locations by

past urbanisation so some care needs to be taken in not adding to these adverse effects and thinking about some environmental enhancements that could be added as part of the scheme. As previously stated the appropriate landscape character assessments have been identified as part of the PEIR and will inform the EIA to support the DCO application but the success of the scheme will be the extent to which these studies are applied as part of an iterative exercise to mitigate the identified impacts and help reinforce landscape character.

Flood Risk Comments

DCC is the Lead Local Flood Authority for Derbyshire (LLFA) and for that part of the link road scheme area which falls within the County. The LLFA has reviewed the PEIR and has no comments to make at this stage in the DCO application process. It is noted that Highways England has engaged with the Environment Agency regarding the design of the proposed bridge crossing over the River Etherow, including carrying out hydraulic modelling of the river to better manage impacts on the existing floodplain, which has allowed for the shortening of the bridge crossing, reduce the amount of materials used to construct the crossing and make it quicker, cheaper and easier to build. As more detailed designs emerge as part of the scheme, DCC would wish to be engaged by Highways England to identify future maintenance liabilities for the flood risk and drainage elements of the scheme, which could be included in a Statement (s) of Common Ground between DCC and Highways England.

Public Right of Way

The proposed new A57 Junction scheme at Woolley Bridge is located in close proximity to a section of the Pennine Bridleway National Trail / Trans-Pennine Trail (TPT). The Pennine Bridleway is one of only two National Trails designed for use by pedestrians, cyclists and horse riders along its entire length. It is located a short distance to the south and east of the junction scheme, which runs both to the south-west and east of the A57, which is linked by an existing signalised pegasus crossing. It is noted that although the new junction scheme does not impact directly on the Trail, the inevitable noise, air quality issues and traffic movements/vibration associated with the subsequent use of the new link road/junction at Woolley Bridge will have an effect on people's quiet enjoyment of this amenity. In particular, horses can be easily spooked by large, noisy and fast moving vehicles. Anything which can be done to screen the road visually and audibly would be welcomed, particularly where the Pennine Bridleway/TPT comes into close proximity. Consideration also needs to be given to how these impacts will be managed during the construction phase and what measures can be put in place to ensure that trail users can continue to use the route safely and whether the existing crossing of the A57 can be kept open during construction of the new junction. This crossing may also need to be reviewed to ensure that it is still safe and appropriate in the context of the new junction and increased traffic flows once works are complete.

It is very important that opportunities to link the new highway scheme with the Trail are maximised as part of the design solution. In this respect, it is noted and welcomed that the higher level design plan within the consultation brochure indicates that a new footpath and cycleway would be provided on the western side of the A57 from a point south of the new junction that would also run the entire length of the new link road

heading west to link with the new crossroads scheme at Mottram. Whilst this is welcomed and supported it is not clear from the consultation documentation in the PEIR whether the new footpath and cycleway would also be designed to facilitate use by horse riders as a bridleway. If not, DCC would wish to see this included in the design of the scheme so that it would facilitate linkages between the scheme and the Pennine Bridleway/TPT for walking, cycling and horse-riding as part of a multi-user network, with suitable connections to routes within Tameside. DCC would also wish to see the route alongside the new link road adequately screened from the traffic, appropriately surfaced and wide enough to safely accommodate pedestrians, cyclists and horse riders.

In the context of the above, from the higher level plans, it would appear that the proposed stretch of new footpath and cycleway on the western side of the A57 does not connect directly with the Pennine Bridleway/TPT which emerges from alongside the River Etherow further to the south of the new junction. It is important that the new footpath and cycleway connects directly with the Trail at this location and DCC would wish to see this included as part of the design solution for the new junction.

From a maintenance point of view, should the Development Consent Order be granted, DCC would wish to see confirmation from Highways England that it would take on maintenance responsibilities / liabilities for the proposed new footpath and cycleway, which could be included in a Statement (s) of Common Ground between DCC and Highways England.

Although the majority of the 205 mile Pennine Bridleway National Trail between Middleton Top in Derbyshire and Ravenstonedale, Cumbria is open and available for use, there are three sections in the Glossop/ Gamesley area which have yet to be completed and for which funding is still required. Given the impact of the proposed new A57 Junction scheme on existing sections of the Trail, DCC also hope this will be an opportunity to secure some of the funding necessary to construct those sections in closest proximity to the new road/junction.

Economic Development and Regeneration Issues

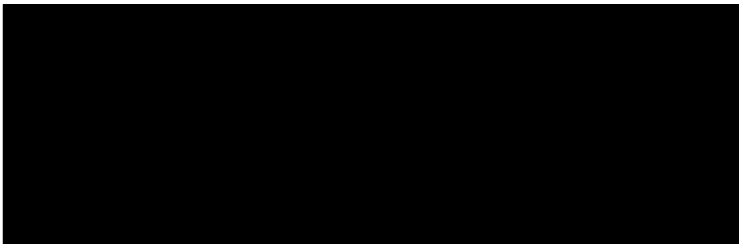
Our comments regarding economic development and regeneration from 2018 are once again applicable. The Councils are keen to establish the extent of any potential economic impacts that may arise from the proposals. In particular, we would welcome the opportunity to consider data relating to potential journey times and delays on the A57 and other routes in Glossopdale once the scheme is in place. This information remains absent.

As you are aware, High Peak Borough Council has commissioned the Glossop Gateway Masterplan in light of the potential A57 Link Road scheme. The masterplan specifically considers the A57 corridor in Glossopdale and seeks to provide a framework on which to develop further investment and business opportunities for the private sector whilst securing improvements to accessibility, quality and life and the environment. However, as highlighted above, given the uncertainties regarding key aspects of the scheme and its impacts, the masterplan remains work in progress.

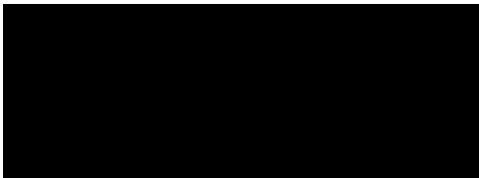
Overall Conclusions

On the basis of the comments set out above, DCC and HPBC wish to sustain our **holding objection** to the A57 Link Roads scheme on the basis of the lack of supporting evidence and information in the PEIR on the potential highways impacts of the Scheme. DCC and HPBC reserve their right to re-consider their position pending the publication by Highways England of this additional evidence. The Councils are keen to work with Highways England to address the issues raised but it is understood that the necessary information is unlikely to be made available until the publication of the Environmental Statement by April 2021.

Yours sincerely



Director – Economy, Transport and Environment
Derbyshire County Council



Executive Director (Place)
High Peak Borough Council

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