

---

# Written Representations to the A57 Link Road Development Consent Order (ref: TR010034)

---

On behalf of Crossways Commercial Estates Ltd

## Contents

<b>1.</b>	<b>Introduction</b>	<b>2</b>
<b>2.</b>	<b>The Proposed A57 Link Road Project and Savills' Response to Consultations to Date</b>	<b>3</b>
<b>3.</b>	<b>Associated Development Potential</b>	<b>5</b>
<b>4.</b>	<b>Road Alignment Assessment</b>	<b>8</b>
<b>5.</b>	<b>Conclusions</b>	<b>10</b>
	<b>Appendices</b>	<b>11</b>
	Appendix 1: Proposed New Sustainable Urban Extension Concept Sketch	12

# 1. Introduction

- 1.1. These written representations have been prepared by Savills (UK) Ltd on behalf of Crossways Commercial Estates Ltd who are the freehold landowners of part of the wider site which is affected by the proposed A57 upgrade – Land Registry Title reference GM917343.
- 1.2. These written representations are submitted in accordance with deadline 2 of the Development Consent Order application ref: TR010034 for the proposed A57 Link Road.
- 1.3. It must be noted that the proposed A57 Link Road will facilitate the provision of a strategic 'infill' residential development opportunity to come forward, in the form of a new sustainable urban extension (SUE) adjacent to the north. In doing so, the proposed A57 Link Road will provide a strong defensible boundary which will limit the encroachment of the countryside in this location. The provision of a new SUE in this location will help to meet the acute housing needs of the local area and Greater Manchester as a whole. These written representations should therefore be read in this context.
- 1.4. Throughout the various consultation stages in respect of the A57 Link Road Savills have, on behalf of our client Crossways Commercial Estates Limited, continued to confirm support to the proposed A57 Link Road project in principle. However, in the interests of avoiding the sterilisation of some of the land to the north of the proposed A57 Link Road, which is considered to otherwise have development potential moving forward, Savills have outlined a strong preference for the proposed 2018 road alignment over the more recent proposed 2020 road alignment. Our comments specifically request the need for the applicant to:
  1. Relocate the proposed signalised junction southwards at its Woolley Bridge tie in as per the proposed 2018 designs; and
  2. Relocate the proposed River Etherow crossing further southwards as per the proposed 2018 design.
- 1.5. The remainder of this Report is set out as follows:
  - Section 2 summarises Savills' response to the previous consultations (2017, 2018 and 2020);
  - Section 3 outlines the development potential associated with the proposed Link Road;
  - Section 4 sets out Savills' response to the A57 Link Road proposals; and
  - Section 5 summarises the position including recommendations.

## 2. The proposed A57 Link Road and Savills' response to consultations to date

### Benefits of the A57 Link Road

- 2.1. We believe the scheme is an essential road infrastructure improvement which will boost connectivity and improve links between the two key northern cities of Sheffield and Manchester. This infrastructure investment is therefore considered to help, in turn, with the delivery and ambitions of 'the Northern Powerhouse'.
- 2.2. It is estimated that around 25,000 vehicles travel along the A57 through Mottram every day, including over 2,000 HGVs. The proposed A57 Link Road is therefore considered to also help to tackle the existing congestion issues in this location by separating Glossop traffic from vehicles traveling over the Pennines and along the A628 Woodhead Pass. This stretch of road forms part of the 25 mile Trans Pennine route between Manchester and Sheffield. More broadly the proposed A57 Link Road will direct traffic away from the settlements of Mottram, Stalybridge and High Peak to create capacity in the local network and should therefore make journeys more reliable.
- 2.3. The proposed A57 Link Road will also improve the air and noise quality of the existing environment, given the dominant source is stagnant road traffic associated with the existing road network. As a result, the local area will become more attractive to existing and future residents and should become a healthier environment for all.
- 2.4. The new road infrastructure will also create further investment opportunities across the region and in settlements which have been starved of inward investment over recent years, helping to benefit the local communities. The road will also facilitate new development opportunities in settlements along the new road including Hollingworth and Woolley Bridge which to date have been somewhat restricted, given the lack of adequate infrastructure. As a result of the proposals Hollingworth and Woolley Bridge would represent clear opportunities for growth, given they are sustainable settlements with a range of services, and with the new capacity created on the local road network.
- 2.5. The proposed A57 Link Road is therefore supported in principle. Notwithstanding this, as outlined above, there remains some concerns with elements of the proposed road alignment, specifically in the interests of avoiding the sterilisation of land which it's considered could otherwise have development potential. As such, the following amendments are proposed in respect of the proposed road alignment:
- The relocation of the signalised junction southwards at its Woolley Bridge tie in as per the 2018 designs; and
  - The relocation of the River Etherow crossing further southwards as per the 2018 designs.

### Overview of Consultations and Savills' response to date

- 2.6. Savills, on behalf of our client CCE, have submitted several consultation responses to date which can be summarised as follows:

2017 Consultation

- 2.7. Focusing on improvements on the A628 and A57, a preferred package was publicised in 2017. The largest investment planned was at the western end of the Trans Pennine route with the introduction of a bypass / proposed A57 Link Road at Mottram which seeks to reduce traffic flows through the village, and will help to ease issues of congestion, noise pollution, air pollution and severance.
- 2.8. In respect of the A57 Link Road, two options were consulted on, Option A and Option B. As part of our written representations in 2017, Savills supported Option A. Option A proposed a new dual carriageway link from the M67 terminal roundabout to a new junction at A57(T) Mottram Moor near the junction with Back Moor, and a single carriageway link from the new junction at A57 (T) Mottram Moor to a new junction on the A57 at Brookfield.

2018 Consultation

- 2.9. Option A was brought forward as the preferred option and consulted on during 2018. Within our representations we re-confirmed our full support to this proposed road alignment.

2020 Consultation

- 2.10. The 2020 consultation exercise unveiled an updated design that sought to relocate the proposed A57 Link Road further northwards at the eastern end of the scheme.
- 2.11. As set out within our written representations in 2020, we raised concerns with the proposed changes to the River Etherow crossing and Woolley Bridge junction, noting a preference to revert back to the 2018 version to avoid the sterilisation of potential development land to the north of the road.
- 2.12. The most detailed justification provided by National Highways (NH) for the changes in alignment were provided in the Preliminary Environmental Information Report (PEIR) initially published in the 2020 consultation exercise and also now submitted in 2021 as part of the DCO process.
- 2.13. The proposed amendments and associated justification for doing so can be summarised as follows:
1. NH was able to work with the Environment Agency regarding the River Etherow (and the associated floodplain) in order to shorten and simplify the bridge span requirements for the proposed River Etherow bridge needed.
  2. NH re-modelled, redesigned and re-located the A57 Link Road/Woolley Bridge junction layout to bring a consented development into the junction, to create a signalised crossroads.

### 3. Associated Development Potential

- 3.1. As outlined in previous sections of this report, the proposed A57 Link Road will create the opportunity for the provision of a strategic 'infill' opportunity to come forward, in the form of a new SUE to the north of the proposed A57 Link Road whilst at the same time, it will provide a strong defensible boundary which will, by virtue of its existence, naturally limit the encroachment of the countryside in this location. The provision of a new SUE in this location will help to meet the acute housing needs of the local area and Greater Manchester as a whole.

#### **Site Context and Description**

- 3.2. This section relates to the site which is situated to the north of the proposed A57 Link Road which we believe should be considered as a potential infill SUE, should the proposed A57 Link Road go ahead.
- 3.3. The site has various landowners, one of which is our client CCE.
- 3.4. The site measures approximately c.27 Ha (gross) and comprises agricultural land. The site is situated on the western edge of Hollingworth, c. 8km south east of Ashton-Under-Lyne.
- 3.5. The site is strategically situated along the proposed route for the A57 Link Road which seeks to facilitate people travelling along the vital Manchester to Sheffield Trans-Pennine route by reducing congestion and therefore the overall travel time. It's understood that this scheme is part of a wider £242 million improvement plan to improve the Trans Pennine route.
- 3.6. The character of the immediate area is predominantly residential with a number of shops and services located along Market Street, north of the site. There are also a number of designated employment areas within Hollingworth, the closest of which is located approximately 200 metres south of the site. Additionally, agricultural land lies to the west of the site.
- 3.7. The site is currently situated within the Green Belt however representations have been made to support the release of the site from the Green Belt in response to the emerging Greater Manchester Spatial Framework (GMSF). The site is therefore being actively promoted for residential development by the various landowners. The proposed A57 Link Road is also therefore located within the Green Belt however it is accepted that the proposed A57 Link Road forms a key part of proposed road improvements to the western edge of Hollingworth. Through careful design, the proposed development site/ SUE would also benefit from the proposed road improvements which will in turn facilitate in the delivery of a rational and logical infill development, to the north of the proposed A57 Link Road.

## **Deliverability**

### Access

- 3.8. It is considered that there are a number of potential points of access for the proposed residential development/ SUE, all of which utilise the existing highway network and as a result, it is considered that the proposed SUE is not solely reliant on the proposed A57 Link Road as a direct means of access. Notwithstanding this, it is considered that additional access points could be sought from the proposed A57 Link Road should this be considered necessary/appropriate moving forward. A detailed transport assessment and accompanying access drawings will be worked up to inform a detailed design in due course, following confirmation of the A57 Link Road route moving forward. The relationship between the proposed residential development/SUE and the proposed A57 Link Road is therefore to be discussed and agreed further moving forward.
- 3.9. In terms of public transport, the site is well located being approximately 1.7km from Dinting Train Station which offers a 20 minute frequency of trains to Manchester city centre. There are also a number of bus stops located adjacent to the site offering hourly services to Ashton-Under-Lyne and Glossop. The access to a range of public transport modes makes the site easily accessible and the site can therefore be described as being located within a sustainable location.

### Ecology and Landscape

- 3.10. The proposed development site/SUE will aim to make a positive contribution towards the management and enhancement of the surrounding landscape. The position of the site provides the opportunity for high quality infill development in conjunction with the construction of the proposed A57 Link Road. The proposed A57 Link Road would be a defensible boundary to prevent any encroachment into the countryside beyond the proposed road to the south.

### Flood Risk and Drainage

- 3.11. The majority of the site is located within Flood Zone 1 as shown on the on the Environmental Agency's Flood Zone Map which indicates that the site has low probability of flooding.
- 3.12. The River Etherow runs through the southern part of the site and a small proportion of the site located within Flood Zone 3. Notwithstanding this, it is important to note that the proposed developable area will only incorporate land within Flood Zone 1.
- 3.13. It is therefore considered that there are no fundamental issues in respect of the principle of development, in drainage terms, the proposed development will ensure run off rates are controlled to greenfield levels to safeguard against exacerbating any current issues.

### Heritage

- 3.14. The site is not located within proximity to a Conservation Area.

3.15. There are a small number of listed buildings within Hollingworth, the closest of which is located directly adjacent to the site, Grade II listed Woolley Farmhouse (UID: 1356438). However, the setting of this listed building has been eroded through surrounding mid - late 20<sup>th</sup> Century development and could potentially be impacted by the proposed A57 Link Road in any event. The proposed development can be designed to mitigate any perceived adverse impacts on the listed building itself and its setting as required.

#### Site Benefits

3.16. Overall, the land at Holme Valley, Woolley Bridge, Hollingworth represents a deliverable, developable and suitable site with the capacity to deliver circa 600 - 700 houses based on a gross site area of c. 27 Ha (c.70 acres) – 30% of which is set aside as a new wetlands area of recreation and biodiversity enhancement.

3.17. The site will deliver multiple benefits back to the wider Holme Valley and community, as set out below:

- Strategically situated along the route for the proposed A57 Link Road which is a part of improvements to facilitate people travelling along the vital Manchester to Sheffield Trans-Pennine route;
- Given the location of the site and the settlement pattern of the area, the proposed development would not result in neighbouring towns merging. This would be re-enforced following the construction of the proposed A57 Link Road given it would then become the defensible boundary.
- Inward socio-economic investment including an additional c. £600k on education contributions and on leisure spending;
- Through careful balance of open space (both amenity and recreational) the proposed scheme would offer the opportunity for improved community health; and
- Given the place-making opportunity for the development, it would contribute towards the concept of the walkable neighbourhood and sustainable living patterns.

3.18. In 2020 and as part of the Greater Manchester Places for Everyone Consultation, Savills set out the landowner consortium's intention to promote the site for residential development. As part of the detailed representations which established the site was deliverable and developable, Savills produced a concept sketch which explores the physical and environmental character of the site and sets out how the proposed SUE can be brought forward in a way that enhances the surrounding area. Please refer to the Concept Sketch at **Appendix One** in this respect.

3.19. Taking a holistic approach, we propose that the proposed SUE is therefore considered as part of the on-going DCO application. The proposed A57 Link Road needs to be suitability integrated within the comprehensive masterplan to ensure the long term sustainability of the area.



## 4. Road Alignment Assessment

- 4.1. In order to accurately compare the two different road alignments put forward by NH, we have produced the plan below which overlays the proposed 2018 road alignment with the proposed 2020 road alignment:



Figure 1: 2018 road alignment vs 2020 road alignment

- 4.2. Figure 1 demonstrates that the 2020 road alignment requires a larger land take for the signalised junction as well as the proposed relocation of the River Etherow crossing further northwards, closer to existing properties within our client's ownership and reducing the net developable area of a proposed SUE development in this location.
- 4.3. The 2018 road alignment was located further south than the revised 2020 alignment, by approximately 40 metres. The 2018 alignment would therefore enable a more comprehensive SUE development to be brought forward. In turn, the proposed SUE development would respond more effectively to the under supply of homes within the Tameside District and therefore help to future-proof the delivery of homes in this location moving forward to a new Local Plan.
- 4.4. In contrast, the new 2020 road alignment instead leaves a larger sterilised triangular area of land to the south west of the junction, bordering the River, and reduces the net developable area of the proposed SUE by approximately 4,000 square metres/ 0.4 Hectares. Taking this point further, based on average density of 35 dwellings per hectare this could equate to a loss of c. 15 residential units.
- 4.5. It is therefore evident that the 2020 proposals have reduced the net developable area of the proposed SUE, and in turn of the landowners (including our client's land), and arguably the 2020 proposals would therefore stifle the development potential in this location. Adequate compensation would need to be received by the landowners as a result of this reduction in net developable area caused by the proposed 2020 road alignment.
- 4.6. It is also worth noting that the 2020 road alignment will adversely affect more existing residential properties than the 2018 road alignment due to its location further north, and therefore the applicant will be liable to making greater Part 1 compensation claim payments in accordance with the Land Compensation Act (1973). As a result, the increase in compensation payments will increase the cost of the proposed 2020 scheme in comparison to that of the 2018 scheme.
- 4.7. Taking a holistic approach, it's considered that the proposed SUE should be considered as part of the outstanding DCO application. In this context we kindly request that the 2018 alignment is progressed as opposed to the 2020 alignment, particularly in respect of the proposed River Etherow Crossing and signalled junction at Woolley Bridge. Both of these elements of the proposed A57 Link Road should be carefully considered to ensure that the proposed road is suitability integrated within the comprehensive masterplan to ensure the long term sustainability of the area.

## 5. Conclusions

- 5.1. These written representations have been prepared by Savills (UK) Ltd on behalf of Crossways Commercial Estates Ltd in respect of land at Holme Valley, Woolley Bridge, Hollingworth in response to the Development Consent Order application relating to the proposed A57 Link Road ref: TR010034.
- 5.2. The proposed development site/ SUE to which the proposed A57 Link Road would adjoin would represent a deliverable, developable Sustainable Urban Extension with the capacity to deliver circa 600 - 700 houses based on a gross site area of c. 27 Ha (c.70 acres).
- 5.3. The proposed development site/ SUE will deliver multiple benefits back to the wider Holme Valley and community, as set out below:
- Strategically situated along the route for the A57 Link Road which is a part of improvements to help people travelling along the vital Manchester to Sheffield Trans-Pennine route;
  - Given the location of the site and the settlement pattern of the area the development of the land would not impact on neighbouring towns merging. This would be confirmed once the Link Road is built as it would become the defensible boundary.
  - Inward socio-economic investment including on additional c. £600k on education and on leisure spending;
  - Help meeting the acute housing needs of the area and Greater Manchester as a whole;
  - Through careful balance of open space both amenity and recreation the scheme would offer the opportunity for improved community health; and
  - Given the place-making opportunity for the development it would contribute towards the concept of the walkable neighbourhood and sustainable living patterns.
- 5.4. While we support the proposed A57 Link Road in principle, in the interests of avoiding the sterilisation of land proposed as an SUE, located to the north of the road, it is considered that the proposed 2018 road alignment should be progressed in respect of the Etherow river crossing and Woolley Bridge junction as opposed to the alternative 2020 road alignment, to fully maximise the net developable area of the proposed SUE and the associated benefits that this new road infrastructure will bring.

---

## Appendices

---








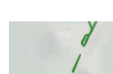


---

Appendix 1:  
Proposed New Sustainable Urban Extension Concept Sketch

---



KEY

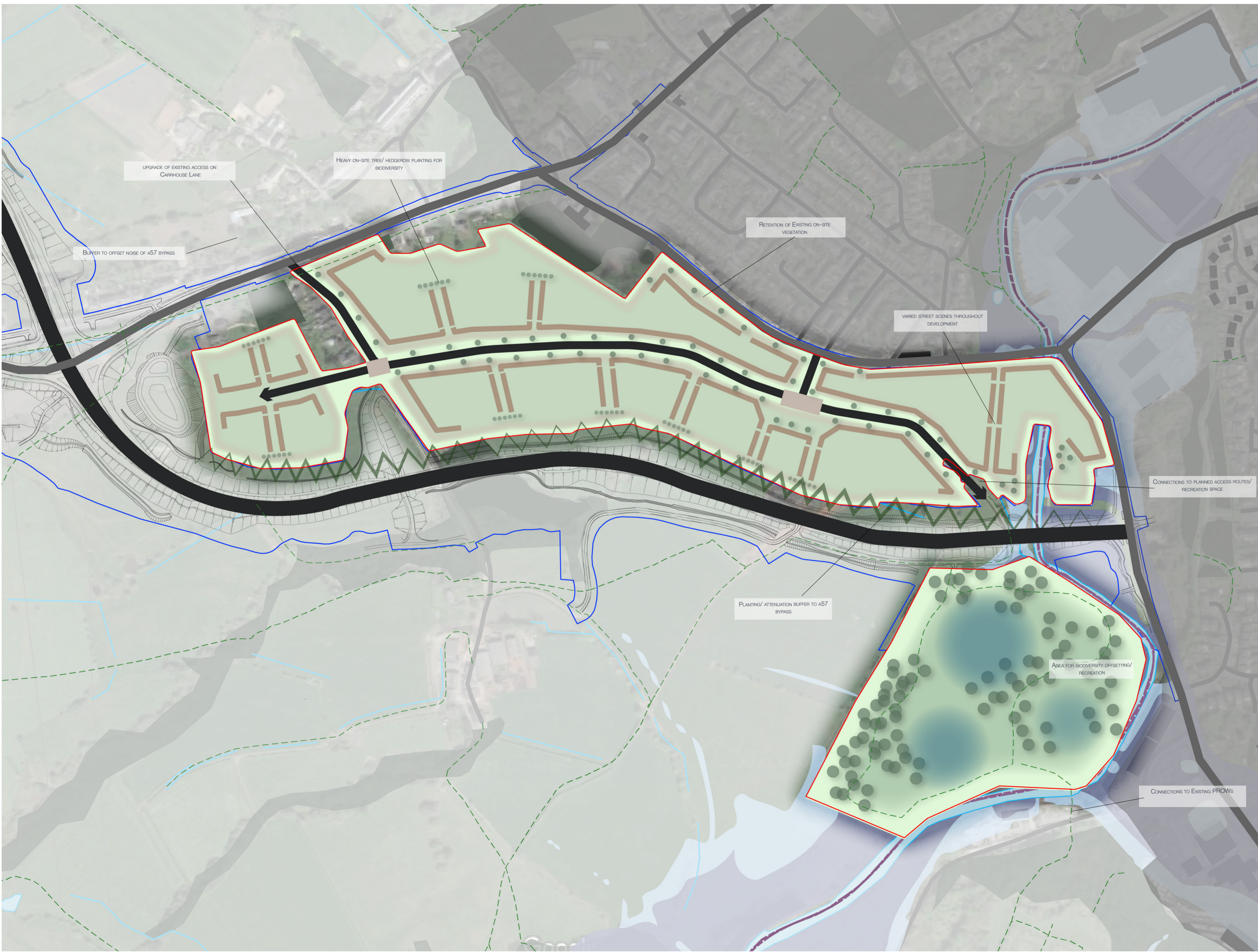
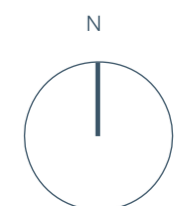
-  Site Boundary  
(c. 27.48Ha/ 67.90Ac)
-  Net Developable Area  
(c. 15.8 Ha/ 39Ac)
-  c. 8.45Ha (30%) Public Open Space  
Potential area of biodiversity net gain/  
wetlands recreation for community use
-  Indicative Line of Built Form
-  Indicative Site Access Roads
-  Key External Roads
-  Settlement Boundary
-  Public Rights of Way
-  On-site tree planting
-  Buffer to A57 planned bypass

project	Mottram Moor
client	Landowner Consortium
drawing no.	SK03
rev	-
status	for information purposes only
scale	1:5000 @ A2
drawn by	RM

drawing	Concept Layout
job no.	LEPL364578
date	24/09/2021

Note: Reproduced from the Ordnance Survey Map with the permission of the Controller of H.M. Stationery Office. Crown copyright licence number 100024244. Savills (UK) Limited. Published for the purposes of identification only and although believed to be correct accuracy is not guaranteed. Contains Google Maps information © Google database right.

© Copyright Savills (UK) Ltd.



Land at Mottram Moor, Tameside Concept Layout





# A57 Link Road Written Representation Summary

---

These written representations have been prepared by Savills (UK) Ltd on behalf of Crossways Commercial Estates Ltd who are the freehold landowners of part of the wider site which is affected by the proposed A57 Link Road – Land Registry Title reference GM917343.

It must be noted that the proposed A57 Link Road will facilitate the provision of a strategic 'infill' residential development opportunity to come forward, in the form of a new sustainable urban extension (SUE) adjacent to the north. In doing so, the proposed A57 Link Road will provide a strong defensible boundary which will limit the encroachment of the countryside in this location. The provision of a new SUE in this location will help to meet the acute housing needs of the local area and Greater Manchester as a whole. These written representations should therefore be read in this context. The proposed SUE would represent a deliverable, developable Sustainable Urban Extension with the capacity to deliver circa 600 - 700 houses based on a gross site area of c. 27 Ha (c.70 acres).

Throughout the various consultation stages in respect of the A57 Link Road, Savills, on behalf of our client Crossways Commercial Estates Limited, have continued to support to the proposed A57 Link Road project in principle however, in the interests of avoiding the sterilisation of some of the land to the north of the proposed A57 Link Road, which is otherwise considered to have development potential moving forward, Savills have outlined a strong preference for the proposed 2018 road alignment over the more recent proposed 2020 road alignment. Our comments specifically request the need for the applicant to:

1. Relocate the proposed signalised junction southwards at its Woolley Bridge tie in as per the proposed 2018 designs; and
2. Relocate the proposed River Etherow crossing further southwards as per the proposed 2018 design.

The above amendments would help to maximise the net developable area of the proposed SUE and the associated benefits that this new road infrastructure would bring. The above amendments would also reduce the compensation payments required as a result of the proposed A57 Link Road.