

A57 Link Roads

TR010034

**8.2 Draft Statement of Common Ground
with Tameside MBC**

APFP Regulation 5(2)(q)

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

January 2022

Infrastructure Planning

Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

A57 Link Roads Development Consent Order 202[x]


8.2 DRAFT STATEMENT OF COMMON GROUND WITH TAMESIDE MBC

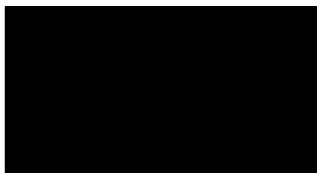
Rule Number:	Regulation 5(2)(q)
Planning Inspectorate Scheme Reference	TR010034
Application Document Reference	TR010034/APP/8.2
Author:	A57 Link Roads Project Team, National Highways and Atkins

Version	Date	Status of Version
Rev 2.0	January 2022	Deadline 2
Rev 1.0	June 2021	DCO Application

DRAFT STATEMENT OF COMMON GROUND

**This Draft Statement of Common Ground has been prepared and agreed by (1)
National Highways Limited and (2) Tameside MBC**

Signed.......... To be signed prior to examination
Andy Dawson
Project Manager
On behalf of National Highways
Date: 6th January 2022



Signed

On behalf of Tameside MBC
Date: 11th January 2022

Table of contents

1. Introduction	5
1.1. Purpose of this document	5
1.2. Parties to this Statement of Common Ground	5
1.3. Terminology	5
1.4. Addressing Rule Six requirements	6
2. Record of Engagement	9
3. Table of issues and matters to be agreed	16
3.2. Issues Related to Rule Six Letter Annex E	16

1. Introduction

1.1. Purpose of this document

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

1.2. Parties to this Statement of Common Ground

- 1.2.1. This SoCG has been prepared by (1) National Highways as the Applicant and (2) Tameside Metropolitan Borough Council (Tameside MBC).
- 1.2.2. National Highways (formerly 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 the then 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 (now National Highways) .
- 1.2.3. Tameside MBC is a unitary authority and is responsible for services including education, transport, planning, fire and public safety, social care, libraries, waste management, trading standards, rubbish collection, recycling, housing and planning applications.

1.3. Terminology

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

1.4. Addressing Rule Six requirements

1.4.1. The document evidences the meeting of conditions set out within Annex E of the Rule Six letter from the Examining Authority, dated 19th October 2021. Tameside MBC is a Category A interested party amongst other local authorities. The SoCG will address the following requirements within Annex E through the associated sections outlined in tables 1.1 and 1.2 below.

Table 1.1: Section Six Letter Annex E Requirement for all category A-D parties

Annex E Requirement	Relevant SoCG section
Applicable legislation and policy considered by the Applicant	1. Legislation and Policy 1.1 dDCO articles and associate schedules 1.2 DCO Requirements 1.3 Protective Provisions 1.4 Other DCO matters
The Applicant's assessment and the proposed mitigation measures: <ol style="list-style-type: none"> 1. The adequacy of the assessment and mitigation for each environmental topic. Consideration of scope, methodology, study area, receptors and their sensitivity. Baseline conditions, how they were identified and whether all necessary information was obtained given the restrictions during the Coronavirus (COVID-19) pandemic 2. The flexibility sought for the detailed design, construction, and operational phases. Whether the extent of flexibility adopted in the Rochdale Envelope for assessment and evidence is consistent. The extent of the Rochdale Envelope. How the reasonable worst-case scenario has been assessed. 3. The magnitude and duration of construction and operational phase effects, mitigation, opportunities for enhancement, residual effects after mitigation and their significance, monitoring and maintenance. 4. Whether any scoping out of detailed assessment is consistent with applicable legislation and policy, including the National Policy Statement for National Networks and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. 5. Whether the assessment methodology reflects best practice, whether it has been applied consistently, and whether the assessment of significant residual effects is fully evidenced and reasoned o Uncertainty arising from Coronavirus (COVID-19). 6. The application of professional judgements and assumptions. 	2 Assessment and proposed mitigation <ol style="list-style-type: none"> 2.1 Environmental assessment and mitigation <ol style="list-style-type: none"> 2.1.1 Adequacy of assessment for each environmental topic 2.1.2 Adequacy of mitigation for each environmental topic 2.1.3 Methodology 2.1.4 Baseline conditions and coronavirus 2.2 Flexibility and worst case scenario 2.3 Construction and operational effects 2.4 Scoping out of detailed assessment and National Policy Statement for National Networks 2.5 Assessment of methodology and best practice 2.6 Application of professional judgements and assumptions 2.7 Mitigation and outline environment management plan 2.8 Residual impacts and securing of mitigation measures 2.9 Cumulative impacts 2.10 The significance of each residual impact

Annex E Requirement	Relevant SoCG section
7. The need for and adequacy of outline/ draft mitigation and management strategies and plans, including the Outline Environmental Management Plan. 8. Whether the mitigation measures, including embedded measures, are secured and are likely to result in the identified residual impacts, consistent with the Environmental Statement 9. The assessment of cumulative effects and the other plans and projects included in the cumulative impact assessment 10. The significance of each residual impact	
Whether the mitigation identified in the Environmental Statement is adequately secured by the combination of Requirements in the draft Development Consent Order with other consents, permits and licenses	3. Environmental Statement and DCO requirements
The draft Development Consent Order Requirements and associated provisions and documents; whether they are reasonable and relevant to planning and the development to be consented; whether they are enforceable and precise; whether they secure the proposed mitigation and monitoring; and whether any additional provisions are necessary	4. DCO requirements and associated provisions and documents
Matters for which detailed approval needs to be obtained, the proposed procedures for consultation on and the discharge of Requirements, and for approvals, consents, and appeals, including arbitration, and the roles of the local authorities and of other statutory and regulatory authorities	5. Matters for detailed approval
The identification of consents, permits or licenses required before the development can become operational, their scope, management plans that would be included in an application, progress to date, comfort/ impediments and timescales for the consents, permits or licenses being granted	6. Other consents and permits
Opportunities for enhancement and environmental benefits.	7. Opportunities for enhancement and environmental benefits.
Human rights and equalities duties	8. Human rights and equalities duties
Any other relevant and important considerations	9. Any other relevant and important considerations

Table 1.2: Section Six Letter Annex E Requirement for only category A parties

Annex E Requirement	Relevant LPA Issues sub-section
Compliance with local policy and the development plans, impacts on land use and the acceptability of proposed changes to land use	10.1 Compliance with local policy and development plans
The achievement of sustainable development	10.2 Achievement of sustainable development
<p>The matters listed under the following headings in the ExA's Initial Assessment of Principal Issues:</p> <ol style="list-style-type: none"> 1. Transport networks and traffic, alternatives, access, severance, walkers, cyclists and horse riders 2. Landscape and visual, green belt and good design 3. The historic environment 4. Air quality and climate change 5. Noise, vibration and nuisance 6. Soils, ground conditions, material assets and waste 7. The water environment, drainage, flood risk assessment, water frameworks directive 8. Biodiversity, ecological and geological conservation 9. Land use, social and economic, human health 10. Other environmental topics 	10.3 Matters listed under assessment of principles
Whether potential releases can be adequately regulated under the pollution control framework, consistent the National Policy Statement for National Networks	10.4. Whether potential releases can be adequately regulated under the pollution control framework, consistent the National Policy Statement for National Networks
Any other relevant matters included in the ExA's Initial Assessment of Principal Issues	10.5 Any other relevant matters included in the ExA's Initial Assessment of Principal Issues
Any other matters on which agreement might aid the smooth running of the Examination and assist the ExA's recommendation to the Secretary of State	10.6 Any other matters on which agreement might aid the smooth running of the Examination and assist the ExA's recommendation to the Secretary of State

2. Record of Engagement

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

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

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
11 July 2016	Stakeholder Engagement Workshop	An early engagement workshop with all relevant stakeholders to discuss the challenges and objectives of the A57 Link Roads development, a review of the elements of programme and issues, the delivery process, potential for early delivery of package elements, Hollingworth and Tintwistle.
9 August 2016	Stakeholder Questionnaire	A questionnaire was sent to all stakeholders after the workshop above. Tameside MBC responded to the questionnaire, which included closed and open answer questions.
11 August 2016	Meeting	A meeting requested by Tameside MBC as the lead officer was unable to attend the workshop of 11 July 2016. A summary of the workshop was provided and Tameside MBC provided comments on traffic flows, installation of variable message signs (VMS) on roads to be detrunked and DCO process.
12 December 2016	Meeting	A meeting was held to identify potential issues and particular concerns attendees may have in relation to the location of technological equipment. The Scheme was not yet at the design stage. These discussions were around the non-DCO elements of the Scheme.
15 September 2017	Meeting	A meeting was held with Tameside MBC to define land take, consultation, detrunking, liaison with steering groups and additional scope. Tameside MBC suggested that consultation with Transport for Greater Manchester (TfGM) would be required. It was agreed that liaison to determine detrunking requirements, stopping up of roads and road safety schemes would be required between Highways England and Tameside MBC. A request for information was made to Tameside MBC for asset information including closed circuit television (CCTV), pavement condition surveys and street lighting.
22 November 2017	Meeting	A meeting was held to provide a Scheme overview, project overview, and a traffic presentation. An additional meeting held on same day to provide a presentation on the Local Planning Authority (LPA) role in the DCO process.
14 December 2017	Meeting	A meeting was held to discuss the M67 options and the detrunking measures. The aim was to agree a preferred solution to the M67 junction. Three options were being assessed of which it was agreed that Option 3 would be further developed. Tameside MBC expressed concerns around the pedestrian crossing at the north-west arm.
20 December 2017	HE Email	An email was sent to Tameside MBC to request their comments on viewpoint selections within 1km study area for the landscape and visual impact assessment for the Environmental Statement.

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
11 January 2018	Meeting	A meeting held with Footpath Officer from Tameside MBC. The scheme was introduced to the officer. There was particular reference made to the pedestrian crossing to the north east of the junction, Tameside Trail
6 February 2018	TMBC Email	Tameside MBC responded to email sent on 20 December 2017, providing comment on the viewpoint selection for the landscape and visual impact assessment for the Environmental Statement, and suggestions for additional locations to be discussed at a meeting.
15 February 2018	TMBC Email	Tameside MBC sent an email confirming their additional viewpoints for inclusion in the landscape and visual impact assessment for the Environmental Statement.
28 February 2018	HE Email	Tameside MBC were included in an email sent to relevant LPAs requesting feedback on the proposals for nighttime visual assessment viewpoint locations and photomontage locations.
6 March 2018	Meeting	A meeting was held with the Highways and Environment Manager at Tameside MBC to discuss the Variable Message Signs (VMS) and traffic signals.
26 March 2018	HE Email	A request was made to Tameside MBC for ArcGIS shapefiles of Tree Preservation Orders (TPOs) and greenbelt extent.
29 March 2018	HE Email	An email was sent to Tameside's Regulatory Services Manager requesting feedback on the proposed noise monitoring locations in respect of the Scheme.
4 April 2018	HE Email	An email was sent to Tameside MBC to request information, including the flood risk scope for watercourse and surface water flowpath modelling as well as any culvert locations and sizing.
17 April 2018	Meeting	A meeting with Tameside MBC to discuss watercourse and drainage solutions, specifically the culverts required, issues around springs and sink holes, drainage at Woolley Bridge Junction and Carr House Lane (private access track).
18 April 2018	HE Phone Call	A phone call was made to Tameside MBC to request further discussions on heritage matters relating to the Scheme.
1 May 2018	Steering Group Meeting	A scheme update was provided, with queries on traffic figures and the format of consultation on the traffic figures. Stakeholders requested to receive the traffic data prior to the release of the information to the public. There were discussions around the Local Impact Report and an update was provided on air quality and noise.
09 May 2018	HE Email	An email received from Tameside MBC's Regulatory Services Manager providing comments on the proposed noise monitoring locations (presented in email sent 29 March 2018). It was queried why residential properties closer to the Scheme on Mottram Moor, Old Hall Lane and Four Lanes have not been included.
9 May 2018	HE Email	An email was sent to Tameside MBC requesting up to date monitoring/Local Air Quality Monitoring (LAQM) report.
30 May 2018	HE Email	An email was sent to Tameside MBC's Regulatory Services Manager explaining the reasoning behind the choice of proposed noise monitoring locations along the Scheme.

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
20 July 2018	Meeting	This meeting provided Tameside MBC with an update on the project, the information event (non-statutory consultation September 2018), the DCO process and programme, and the requirements around SoCG. Discussions were held around detrunking and other measures and the level of agreement required pre-submission and during the examination period.
15 February 2019	Phone call	Request to Highways England for an update on the Hollingworth and Tintwistle bypass.
20 February 2019	Email	Highways England response to above request, including information on the background to the programme; early feasibility work; and that the Department for Transport is currently considering this early feasibility work and other factors to determine investment priorities with the final Road Investment Scheme 2 to be published by the end of 2019.
5 April 2019	Phone call	Request from Highways England to Tameside MBC for traffic data.
9 April 2019	HE Email	Highways England response to Tameside MBC request for traffic data.
12 August 2020	HE Email	Street Lighting query contact form submitted
13 August 2020	TMBC Email	Request for more information on Scheme and street lighting
13 August 2020	TMBC Email	Clarification of what is required regarding street lighting information
10 September 2020	HE Email	Provided further information on the Scheme to support street lighting enquiry.
6 October 2020	TMBC Email	Information provided regarding street lighting
7 October 2020	HE Email	Requested information on Tameside's street lighting specification
4 October	TMBC Email	Details of Tameside's lighting specification provided.
28 October and 4 November 2020	HE Email	Meeting set up - footways
28 October 2020	TMBC Email	Meeting set up - drainage
29 October 2020	Meeting	Meeting to discuss NMU provision
2 November 2020	HE Email	Notes from meeting about NMU provision
4 November 2020	HE Email	S42 consultation pack distribution
4 November 2020	HE Email	Request date of next NMU Forum
4 November 2020	HE Email	Details of Scheme changes
10 November 2020	HE Email	Ecology contact requested
10 November 2020	Meeting	Meeting to discuss drainage and flood risk. Discussed drainage and watercourse diversion proposals and Tameside confirmed agreement to the preliminary proposals.
10 November 2020	TMBC Email	Ecology contact provided
11 November 2020	TMBC Email	Requirements and costs of environmental searches
11 November 2020	TMBC Email	Meeting set up - NMU

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
12 November 2020	HE Email	Meeting set up - environment
16 November 2020	HE Email	Confirmation to go ahead with environmental searches and payment.
16 November 2020	HE Email	Meeting set up - NMU
17 November 2020	TMBC Email	Redistribution of email about committed developments
17 November 2020	HE Email	Meeting minutes for review
17 and 26 November 2020	HE Email	Email seeking information on committed developments
18 November 2020	HE Email	Meeting set up – bus stops
18 November 2020	TMBC Email	Meeting set up – bus stops
18 November 2020	Meeting	A meeting with Tameside MBC to discuss the design and location of bus stops on Mottram Moor.
18 November 2020	TMBC Email	Meeting set up - noise
20 November 2020	Meeting	NMU forum with Tameside MBC and all relevant stakeholders to discuss Public Rights of Way including pedestrian, cyclist and equestrian facilities and routes.
23 November 2020	HE Email	Meeting set up noise
25 November 2020	HE Email	Requirement for air quality monitoring station
30 November 2020	HE Email	Holding email regarding consultation response
2 December 2020	Meeting Online	Methodology / baseline and proposed Mitigation as outlined in the PEIR discussed with Tameside MBC. Tameside MBC raised some queries relating to the presence of certain protected species and wildlife in the area.
9 December 2020	TMBC Email	Traffic flow queries
9 December 2020	HE Email	Interim information on traffic flows
11 December 2020	TMBC Email	Confirmation air quality monitoring station will need to be retained
14 December 2020	TMBC Email	Response to S42 consultation
15 December 2020	Meeting	A meeting with Tameside MBC to discuss maintenance boundaries for structures. More specifically, Mottram Moor junction, areas of landscape mitigation, watercourse diversions, Carrhouse Lane, River Etherow overflow basic, Woolley Bridge junction, attenuation pond and National Grid pylon.
18 December 2020	HE Email	Ground investigation methodology details
18 December 2020	HE Email	Confirmed receipt of consultation response
4 January 2021	TMBC Email	Agreement to proposed Ground Investigation methodology
4 January 2020	HE Email	Draft GA drawings provided to street lighting team
16 January 2021	Meeting	A meeting with Tameside MBC to discuss detrunking works, specifically, traffic calming, road declassification and diversion routes. Agreement to 20 mph on detrunked Hyde Road.

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
1 February 2021	HE Email	Highway Maintenance Boundary drawings provided for the Scheme, with a request to meet and discuss lighting in summer 2021.
10 February 2021	Meeting	A meeting with Tameside MBC to discuss matters relating to adoption and signage, specifically a signing strategy, land take and ownership, residential parking, structural maintenance and detrunking agreements.
11 February 2021	TMBC Email	Comments from Tameside MBC regarding the proposed Carrhouse Lane underpass.
11 February 2021	TMBC Email	Email from Tameside MBC providing preliminary structural comments on the River Etherow Bridge options.
10 March 2021	HE Email	Protective Provisions outreach email sent
12 March 2021	TMBC Email	Request from Paul William to send draft Protective Provisions to Lee Holland - Divisional Head of Engineering
12 March 2021	HE Email	JCB forwarded PP outreach email to Lee Holland
18 March 2021	Meeting	A meeting with Tameside MBC and Highways England to discuss TMBC's initial thoughts on the detrunking arrangements and highway adoption limits. Agreement reached to several aspects of the scheme and further info to update and finalise (A57 Link Roads, Highway Works in Tameside MBC) the scope agreement.
22 March 2021	HE Email	Protective Provisions Follow up email sent
25 March 2021	TMBC Email	Protective Provisions Comments received
29 March 2021	HE Email	Email to Tameside MBC responding to comments made regarding the Carrhouse Lane Underpass by email on 11 February 2021. Requests for further detail were noted and agreed to, and further information provided regarding drainage and lighting.
29 March 2021	HE Email	Email to Tameside MBC responding to the Consultee's email of 11 February 2021 which provided preliminary structural comments on the River Etherow Bridge options.
23 April 2021	UPDATE TMBC Email	<i>Email from Tameside MBC additional notes on the proposed lighting of the underpass, signage for under bridge, telecoms service duct, request that all carriageway / footway built to Tameside MBC highways standards.</i>
27 April 2021	UPDATE TMBC Email	<i>Email from Tameside confirming no comments on COSA assessment and providing details of adopted highway boundary</i>
19 July 2021	Meeting	Meeting attended by Fourways and TMBC lighting engineers. Suggested need to update lighting proposal design pack to be issued by Fourways.
21 July 2021	Meeting	Attended by Atkins, TMBC and Fourways regarding Road Lighting proposals. TMBC required design pack completed and submitted for approval. Mottram Underpass area to follow existing TMBC LED conversion proposals. TMBC requested lighting in culverts to support maintenance. Design review sheets to be completed for TMBC review. TMBC confirmed CMS systems not required. TMBC suggested structural check

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
		from TMBC engineering team of PD6546 columns may be needed regarding altitude and wind speed.
29 July 2021	Email	Atkins shared meeting notes from 21/07/2021 with TMBC and thanked support with detailed design.
2 August	Email	TMBC Engineer requested LED design programme pack for review from Atkins and Fourways.
11 August 2021	Meeting	Meeting with Tameside MBC and Highways England to discuss DCO procedure, provide update on scheme progress and establish lines of communication. Notification given regarding upcoming surveys which will support detailed design. Meeting minutes saved in SoCG folder.
25 August 2021	Meeting	Meeting with Tameside MBC, Balfour Beatty (BBA) and Highways England to discuss proposals to utilise designated funds for Mottram Conservation Area. TMBC generally agreed with ideas and proposed necessary local enhancements. BBA to present ideas to Chief Executive and senior team regarding consultation and next steps.
30 August 2021	Meeting	Meeting with Tameside MBC, BB and HE to follow up 25/8/2021 outlining de-trunking concept ideas and designated funds to collect comments.
31 August 2021	Email	National Highways shared advice note links on PINS and DCO Local Impact Reports for LPAs with TMBC.
8 September 2021	Meeting	<p>Fortnightly calls agreed by National Highways (NH). TMBC confirmed Arup supporting Local Impact Report (LIR) development. NH proposed organogram will be provided to support communication. BBA to share underpass and DCO proposals with TMBC engineers.</p> <p>"To set up and agree to a meeting with Arup Mr to prepare an appropriate response to the inspectorate regarding RR's AD to present powerpoint to Arup. Organogram to be created and sent to TMBC to help with communications. Provide the name of a planner to assist and advise on the proposals for the area above the underpass and potential improvements to the village of Mottram. To send details of the area above the underpass and proposals that have been inserted in the DCO application and the slide deck presentation given to TMBC engineers regarding the proposals as part of the de-trunking measures"</p>
8 September 2021	Email	National Highways shared advice note links with TMBC
8 September 2021	Email	11/8/2021 meeting minutes shared internally in Atkins
14 September 2021	Email	Email to 30/8/2021 meeting attendees with attached de-trunking concept slides and designated funds introduction slides
17 September 2021	Email	Atkins suggested need to reevaluate colour temperatures of luminaries and lighting design.
20 September 2021	Email	TMBC email to Atkins confirming meeting proposed for 22 September 2021

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
22 September 2021	Meeting	Meeting attended by Ian Whitehead and Antony Bennett (TMBC Engineer),
6 December 2021	Meeting	SoCG review meeting
16 December 2021	Meeting	SoCG review meeting
6 January 2022	Meeting	SoCG review meeting

Note: Meeting invites are not included in the table above

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

3. Table of issues and matters to be agreed related to Rule Six Letter Annex E

Table 3.1: Statement of Common Ground (SoCG) Between National Highways and Tameside Metropolitan Borough Council Tameside Metropolitan Borough Council (TMBC) Table of Issues/Matters - Final Version dated 5 November 2021

SoCG Ref. Number	Relevant examination document	Relevant Issue	TMBC comment	National Highways response	Status
1. Legislation and Policy					
2. Assessment and Proposed Mitigation					
2.1 Environmental Assessment and Mitigation					
2.1.1 Adequacy of assessment for each environmental topic					
2.1.2 Adequacy of mitigation for each environmental topic					

SoCG Ref. Number	Relevant examination document	Relevant Issue	TMBC comment	National Highways response	Status
2.1.3 Methodology					
2.1.4 Baseline conditions and coronavirus					
2.2 Flexibility and worst case scenario					
2.3 Construction and operational effects					

SoCG Ref. Number	Relevant examination document	Relevant Issue	TMBC comment	National Highways response	Status
2.4 Scoping out of detailed assessment and National Policy Statement for National Networks					
2.5 Assessment of methodology and best practice					
2.6 Application of professional judgements and assumptions					
2.7 Mitigation and outline environment management plan					

SoCG Ref. Number	Relevant examination document	Relevant Issue	TMBC comment	National Highways response	Status
2.8 Residual impacts and securing of mitigation measures					
2.9 Cumulative impacts					
2.10 The significance of each residual impact					

SoCG Ref. Number	Relevant examination document	Relevant Issue	TMBC comment	National Highways response	Status
3. Environmental Statement and DCO Requirements					
3.1.	<p>Environmental Statement (ES) – Chapter 8 - Biodiversity [APP-064]</p> <p>Environmental Statement (ES) – Appendix 8.1 – Biodiversity Baseline and Preliminary Assessment [APP-169]</p>	<p>Biodiversity</p> <p>Bat tree roosts</p>	<p>The Consultee asked if any tree roosts for bats were found and or details of the Applicant’s study area.</p> <p>The Applicant explained its ES methodology and that the tree survey was undertaken over a 50-metre survey area. All trees were considered within the Development Consent Order boundary. It stated that for any tree with bat roosting suitability it completed tree climbing surveys. The methodology has been agreed with Natural England.</p>	<p>The Applicant states that it had designed the Scheme for terrestrial based mammals, with several crossing points. However, the Hares are likely to use the underpass and River Etherow bridge as they are more spacious. The Hares were observed in the showground where there isn’t expected to be a particular loss of connectivity and the Site would have ecological mitigation fencing.</p>	Agreed
3.2	<p>Environmental Statement (ES) – Chapter 8 - Biodiversity [APP-064]</p> <p>Environmental Statement</p>	<p>Biodiversity</p> <p>Protected species</p>	<p>The Consultee stated that it would like to see the survey results, specifically regarding breeding birds. It described how protected species support is informally divided by organisation.</p>	<p>Breeding bird surveys have been undertaken throughout 2020 supported through desk studies. Full detailed results (including methodology) will be provided within the ES. Applicant noted contact. The methodology has been agreed with Natural England</p>	Agreed

SoCG Ref. Number	Relevant examination document	Relevant Issue	TMBC comment	National Highways response	Status
	(ES) – Appendix 8.1 – Biodiversity Baseline and Preliminary Assessment [APP-169]			National Highways to ensure ES has been shared.	
3.3	Environmental Statement (ES) – Chapter 8 - Biodiversity [APP-064]	Biodiversity Brown Hare Mitigation and Enhancement Measures	The Consultee asked whether Brown Hare would use the proposed underpasses.	The Applicant states that it had designed the Scheme for terrestrial based mammals, with several crossing points. However, the Hares are likely to use the underpass and River Etherow bridge as they are more spacious. The Hares were observed in the showground where there isn't expected to be a particular loss of connectivity and the Site would have ecological mitigation fencing.	Agreed
3.4	Environmental Statement (ES) – Chapter 8 - Biodiversity [APP-064]	Biodiversity Deer	The Consultee asked if there had been any evidence of deer in this area as it has concerns about the negative impacts on deer.	The Applicant stated that Roe Deer had been observed within the showground area. It indicated that acoustic fencing (about 3-4 metres high) is to be located in the area, which will also act as deer proof fencing. The Applicant is considering appropriate mitigation measures to address concerns in relation to the presence of Deer.	Agreed
3.5	Environmental Statement (ES) – Chapter 8 - Biodiversity [APP-064]	Biodiversity Long term management	The Consultee asked how the sites will be managed in the long term, e.g. transplanting acid grassland.	The Applicant will be submitting an Ecological Management Plan for the operation and construction of the Scheme to return the land to a similar if not better condition. It is also considering new options for the grassland planting. It will be using soil translocation to	Agreed

SoCG Ref. Number	Relevant examination document	Relevant Issue	TMBC comment	National Highways response	Status
				increase the nutrition of the soil. The planting will also be acid based.	
3.6	Environmental Statement (ES) - Chapter 7 Landscape and Visual Effects	Landscape and Visual Impacts Planting	The Consultee stated that on the Tameside section of the Scheme it needs to see the detail of planting schemes and what level of budget/maintenance it would require throughout the year.	Details of the proposed maintenance and highway boundary have been shared with Tameside MBC and agreed	Agreed
3.7	[APP-063]	Landscape and Visual Impacts Planting	The Consultee stated that there is a large amount of woodland planting along the full route. It asked whether the Applicant had contacted City of Trees who has a remit for tree planting and climate resilience.	The Applicant stated that it was keen to replant the route and trying to avoid too much of a linear set. It is considering climate resilience and ecological connectivity. The Applicant has ongoing dialogue with City of Trees and will look to consult them about the Scheme following DCO submission.	Agreed
3.8		Landscape and Visual Impacts Species mix	The Consultee would like to organise a further meeting with the arboriculturists to discuss tree species mix.	A further meeting between the Applicant and the Consultee's specialists has been held and it was agreed that the arboricultural impact assessment and the Environmental Masterplan would be shared with the Consultee. This information has been shared.	Agreed
3.9	Environmental Statement (ES) [APP-067] Assessment methodology	Noise and Vibration Noise monitoring	The Consultee asked whether noise level monitoring predictions had been considered for first floor levels.	The Applicant stated the heights used in its assessment and that the ES consider first floor/ground floor, as required.	Agreed

SoCG Ref. Number	Relevant examination document	Relevant Issue	TMBC comment	National Highways response	Status
3.10	Environmental Statement (ES) - Chapter 11 - Noise and Vibration [APP-067]	Noise and Vibration Vibration during construction Potential impacts	The Consultee was concerned that residents would complain about vibration and damage to their properties and asked the viability of residents taking pictures of their properties as a safeguard.	The Applicant indicated that it was going to implement a clear consultation and communication strategy informing residents of progress and phasing. It is currently working on the design to understand the best options for how the impact on residents will be managed during construction and will be following DMRB LA 111 for the assessment, which considers resident perception.	Agreed
3.11	Environmental Statement (ES) - Chapter 13 - Road Drainage and the Water Environment [APP-069]	Road Drainage and Water Quality Ecological provision Design, mitigation and enhancement measures	The Consultee raised an issue in relation to culvert design and the provision for mammal/amphibian routes through/adjacent to them. The Consultee provided details of the Tameside Ecology Unit.	The Environmental Masterplan has been shared with the Consultee including details of the proposed provision for mammal/amphibian routes through/adjacent to structures.	Agreed
3.12	Environmental Statement (ES) - Chapter 13 - Road Drainage and the Water Environment [APP-069]	Road Drainage and Water Quality Pond 3 Design, mitigation and	The Consultee agreed that Pond 3, near the River Etherow, which drains Tameside highways, will be adopted by Tameside MBC and the other two attenuation ponds maintained by the Applicant.	Applicant noted.	Agreed

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		enhancement measures			
3.13	Environmental Statement (ES) - Chapter 13 - Road Drainage and the Water Environment [APP-069]	Road Drainage and Water Quality Watercourse diversions	The Consultee and Applicant discussed the proposed watercourse diversions, which were agreed, subject to formal acceptance at detailed design stage.	This will be considered through the formal design acceptance process, post DCO submission. National Highways to confirm of proposed watercourse diversions during the formal design acceptance process.	Agreed
3.14	Environmental Statement (ES) - Chapter 9 - Geology and Soils [APP-065]	Geology, Soil and Ground Conditions Changes between previous and current scheme	The Consultee asked a number of questions regarding the geology and soils chapter of the ES. It also emailed correspondence previously provided to previous consultants.	The Applicant contacted the Consultee to request data for the ES. This information was received and used for the assessment within the Geology and Soils chapter (Chapter 9) of the ES.	Agreed
3.15	Environmental Statement (ES) - Chapter 9 - Geology and Soils [APP-065]	Geology, Soil and Ground Conditions Ground Investigation methodology Agree process	The Consultee agreed with the GI methodology proposed by email	Applicant noted.	Agreed

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3.16	Environmental Statement (ES) Chapter 15 - Cumulative Effects [APP-071]	Committed developments	The Consultee indicated that it was contacted to advise on the cumulative impact of the current scheme, in combination with other permitted developments in proximity to the Scheme. It stated that it was asked to confirm agreement to the list of committed developments.	The Applicant invited the Consultee to provide input on the long list of committed developments to be included within the ES and the methodology used.	Agreed
3.17	Other Documents - Ground Investigation Report [APP-187]	Methodology	The Consultee agreed to the ground investigation methodology, proposed by email Applicant noted.	The HRA submitted with the DCO has included a detailed in-combination assessment that takes into consideration these documents. (However, the GMSF has now been withdrawn)	Agreed
3.18	Environmental Statement (ES) - Habitat Regulations Assessment (HRA) [APP-054]	Habitat Regulations Assessment (HRA)	The Consultee asked whether the Habitats Regulations Assessment (HRA) considers in combination effects with the Greater Manchester Spatial Framework (GMSF).	The HRA submitted with the DCO has included a detailed in-combination assessment that takes into consideration these documents. GMSF, now replaced with 'Place for Everyone', TMBC are taking the development of Godley Green through planning ahead of the 'Places for Everyone', this has been accounted for within the high growth scenario at the time of submission.	Agreed

4. DCO Requirements and associated provisions and documents

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SoCG Ref. Number	Relevant examination document	Relevant Issue	TMBC comment	National Highways response	Status
5. Matters for detailed approval					
5.1	Scheme Layout Plans [APP-011]	Highway Design Structures	A meeting was held between the Applicant and the Consultee regarding structures, the design sign off process, programme/delivery dates. The optioneering process was also considered	The formal design acceptance process will be agreed following the DCO submission.	Agreed
5.2	Scheme Layout Plans [APP-011]	Highway design Mottram Underpass	The Consultee asked about the construction method for the underpass at Mottram, with particular regard to the vibration created by tunnelling.	The Applicant stated that piling, rather than tunnelling, will take place throughout the structure. It is likely that rotary bored piles will be used to diminish vibration.	Agreed
5.3	Scheme Layout Plans [APP-011]	Highway design Carrhouse Lane Underpass	<p>The Consultee identified a number of issues for discussion as part of the detailed design process, they include</p> <ul style="list-style-type: none"> • The use of a precast construction with the option for an in-situ stitch. • The long-term durability of structure joints, in particular the longitudinal ones, and the options and need for any for remedial repairs in the future. • The buoyancy assessments which are still to be carried out in detail (with only early 	<p>The Applicant noted the issues raised in relation to precast construction, durability and buoyancy and confirmed these will be addressed during detailed design and agreed with Tameside MBC via the formal design acceptance process post DCO submission</p> <p>The Applicant also confirmed that the underpass will be lit, and details of the proposed lighting will be finalised and agreed with Tameside MBC during detailed design via the formal design acceptance process post DCO submission.</p> <p>Applicant to address issues of precast construction, durability and buoyancy</p>	Agreed

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			<p>summer ground water levels from 2018 currently available and assumptions only about possible winter levels). It noted Eurocode 7 uplift checks are still to be undertaken to check on necessary overburden and requested that information on the results of these further checks is fed back following these reviews).</p> <ul style="list-style-type: none"> Lighting arrangements are proposed within the structure 	<p>during with Tameside MBC through formal design acceptance process</p> <p>Agree proposed lighting with Tameside MBC through formal design acceptance process</p>	
5.4	Scheme Layout Plans [APP-011]	Highway design Carrhouse Lane Underpass	The Consultee noted that linear drains are to be provided across the track either end of the portal with no provision within the structure, and that cleaning of the drains may be an ongoing maintenance issue depending on local surfacing. Requested further details be provided of this to provide reassurances on the probability of blockages.	<p>The Applicant explained that the new track leading to the underpass on both sides of the structure will be drained to filter drains in its verge. Additional proposals to cut off the drainage prior to the upstream end of the structure will be reviewed during detailed design and agreed with Tameside MBC. The underpass has a constant long fall from North to South so no ponding of water will occur. The drainage details will be confirmed during the detailed design and agreed via the formal design acceptance process post DCO submission.</p> <p>The drainage details will be confirmed during the detailed design and agreed via</p>	Agreed

SoCG Ref. Number	Relevant examination document	Relevant Issue	TMBC comment	National Highways response	Status
				the formal design acceptance process post DCO submission.	
5.5	Scheme Layout Plans [APP-011]	Highway design River Etherow Bridge	The drainage details will be confirmed during the detailed design and agreed via the formal design acceptance process post DCO submission.	The drainage details will be confirmed during the detailed design and agreed via the formal design acceptance process post DCO submission.	Agreed
5.6	Scheme Layout Plans [APP-011]	Highway design River Etherow Bridge	The Consultee noted that further works would appear to be required to establish ground water levels and the presence of artesian conditions, which may have an effect on the design, and suggested that justification by further monitoring will be required in the detailed design stage.	The Applicant noted the Consultee's comments and explained that ground investigation methods and groundwater monitoring are underway to investigate the presence of artesian groundwater conditions in the areas of the proposed River Etherow bridge. The implications of these findings will be considered in later design development and when considering methods of construction and any impacts on the design will be agreed via the formal design acceptance process post DCO submission.	Agreed
5.7	Scheme Layout Plans [APP-011]	Highway design Mottram Moor Junction	The Consultee advises that on previous Schemes, TMBC limit maintenance adoption in terms of traffic loops which feed into the junction, and further states that their main principal is to give full control of the junction to one main agency.	The Consultee requests opportunity to review the proposed highway boundary. Details of the proposed maintenance and highway boundary have been shared with Tameside MBC and agreed.	Agreed

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5.8	Scheme Layout Plans [APP-011]	Highway design Land take at M67 Jct 4	<p>The Consultee comments that the land take is unclear, particularly around the M67 J4 Roundabout, which may cause confusion and advises that the extents are matched with the circulatory carriageway boundaries. It is suggested that the land upon which the DVSA facility sits is acquired by the Applicant to provide clarity.</p> <p>It suggests that further discussion is required to incorporate gateway measures for the detrunked A57 around the roundabout to discourage vehicles from using the detrunked highway.</p>	The Applicant states that it is undertaking works to confirm ownership, which will be detailed in the DCO submission.	Agreed
5.9	Scheme Layout Plans [APP-011]	Highway design Residential parking	<p>The Consultee stated that TMBC would not normally adopt areas of residential parking as it is considered a maintenance liability, however it highlights that access would be required for refuse collection and lighting column maintenance. It stated that a turning head would be beneficial, which would be adopted. It stated that the parking should be scaled back as such provision has been problematic in other areas.</p> <p>It highlighted that residential parking has been raised in consultation, and that a solution needs to meet the</p>		Agreed

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			<p>needs of the resident's long-term requirements.</p> <p>The Applicant has replaced the parking areas with two short cul-de-sacs on the line of the existing carriageway including additional turning heads and they will be maintained by Tameside MBC.</p>		
5.10	Scheme Layout Plans [APP-011]	Highway design Bus stop – design guidance	The Consultee advised on a new location for the bus stop between the new Mottram Moor Junction and Stalybridge Road (detrunked section) as this will be closer to houses. It also advised that the bus stop at Back Moor is considered.	<p>The Applicant agreed to move the current bus stop discussed. Consultation regarding a suitable location is ongoing and will be agreed via the formal design acceptance process post DCO submission.</p> <p>Suitable bus stop location to be agreed post DCO submission.</p>	Agreed
5.11	Scheme Layout Plans [APP-011]	Highway design Bus stop – design guidance	The Consultee advised that there is no specific guidance for the provision of bus stops, the position of proposed bus stops will need to be agreed with the TfGM Route Development Officer.	Following further consultation with TfGM and the bus operators, it has been agreed that the existing bus stops can be removed and do not require replacement	Agreed
5.12		Highway design Air Quality (AQ) monitoring station	The Consultee confirmed that the existing AQ monitoring station, adjacent to west parking area would be retained.	Design accommodates the AQ monitoring station	Agreed

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5.13		Water supplies Supply affected	The Consultee considered water supplies and any areas which may be affected. It stated that this should be discussed further in future.	The Applicant will complete/accommodate the required diversions with United Utilities	Agreed
5.14	Scheme Layout Plans [APP-011]	Adopted highway boundary	The Consultee supplied screenshots of existing adopted highway boundary.	The existing adopted highway boundary/position is agreed	Agreed
5.15		Statutory undertaker diversions Traffic calming	The Consultee is generally satisfied with diversion proposals, although it states that the traffic calming works may require some local diversions. However, it expects that the impact on statutory assets would be minimal as the asset levels would be similar.	Discussion between the Applicant and statutory undertakers are ongoing, and any impacts will be updated during the detailed design process. Any implications on the traffic calming works will be discussed with Tameside MBC and agreed via the formal design acceptance process post DCO grant. Implications on traffic calming works will be agreed with Tameside MBC during formal design acceptance process.	Agreed
5.16		Detrunking Adoption	Tameside MBC agrees that the detrunked sections of road M67 Junction 4 to the proposed Mottram Moor roundabout will become adopted by Tameside MBC.	Adoption agreed	Agreed
5.17		Detrunking Traffic signing strategy	Consultee states that local towns need to be determined as local traffic or as specific towns. Further advises that anything other than local traffic along the old A57,	The Applicant is in agreement and this principle will be considered through the signage strategy and in related detailed design. The details will be discussed and agreed with Tameside MBC	Agreed

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			<p>should be discouraged and directed to the new road.</p> <p>The numbering of the detrunked road should also be considered, which may require an application.</p>	<p>via the formal design acceptance process post DCO submission.</p> <p>The Applicant confirmed that they will submit the numbering application for the A57 in consultation with the Tameside MBC.</p>	
5.18		<p>Detrunking</p> <p>Route number</p>	<p>Tameside MBC agrees to apply for a new route number designation to be used in the sign design. It states that the route should be designated as an unclassified or B road, not A road.</p>	<p>Applicant noted and agreed</p>	<p>Agreed</p>
5.19		<p>Detrunking</p> <p>Reduction in speed limit</p>	<p>The Consultee confirms its satisfied with the 20mph mandatory speed limit discussed previous discussions. It states that there is not any guidance for traffic calming works in the Borough and advises use of industry best practice.</p>	<p>Extent of the 20mph zone is agreed and included within Scheme.</p>	<p>Agreed</p>
5.20		<p>Detrunking</p> <p>Diversion route</p>	<p>The Consultee advises that the detrunked road may be required as a diversion route.</p>	<p>The Applicant stated that its operations team (Area 12) has confirmed that in the case of a principal bridge inspection (once every seven years, undertaken overnight), the proposed A57 road would need to be closed in one direction, however the existing A57 would not be used as a routine diversion.</p>	<p>Agreed</p>
5.21		<p>NMU facilities</p> <p>Pegasus Crossing</p>	<p>The Consultee informed the Applicant that the British Horse Society (BHS) would like Pegasus crossings at the M67 J4 to support a north south route.</p>	<p>Applicant reviewed the request and confirmed that there was not enough space to accommodate such a crossing without significant changes the Junction.</p>	<p>Agreed</p>

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5.22		NMU facilities Bridleway loop	Proposed bridleway loop from Hyde Road to Grange Farm discussed.	Link to Hyde Road for tend of bridleway was agreed with potential for more equestrian use after detrunking works carried out.	Agreed
5.23		NMU facilities Equestrian facility	The Consultee informed of action placed on previous designer to investigate placing the equestrian facility to the south of the 30mph link at the top of the embankment to encourage its use. The applicant will work with the consultee and its partners during detailed design to finalise the proposals and finishes of the facility”	The Applicant reviewed this request and will provide a bridleway in place of the previously proposed footway/cycleway adjacent to the 30mph link.	Agreed
5.24		NMU facilities Woolley Lane	Confirmed previous intentions to reduce Woolley Lane to 20mph and putting cyclists back on carriageway as part of overall street improvements between Gun Inn and proposed Woolley Bridge Junction	The Applicant agreed with this proposal, the carriageway is not wide enough to accommodate a separate cycle lane.	Agreed
5.25		NMU facilities Footway between Old Hall Lane and Mottram Moor	The Consultee noted that a footway along southern edge of the cutting from Old Hall Lane to Mottram Moor had previously been discussed but nothing included in the design.	The Applicant has added this footway into the Scheme proposals.	Agreed

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5.26		Future maintenance Definition of commencement and maintenance	The Consultee agreed to the DCO definition of maintenance and commencement proposed but requested details of the wider context.	Applicant noted and this information has been provided.	Agreed
5.26		Future maintenance Landscape	Consultee confirmed the movement of the Applicant's maintenance boundary to include maintenance of landscape features and bridleway along dual carriageway link road section. The Consultee states that further discussions are required with in terms of landscape responsibility, including TMBC Greenspace Department.	The applicant confirmed that the maintenance of features adjacent to the dual carriageway section would be the responsibility of Highways England. Applicant to confirm landscape responsibility from TMBC and TMBC Greenspace Department	Agreed
5.27		Future maintenance River Etherow Bridge	The Consultee states that it is satisfied with the agreement that it will take ownership and maintain the River Etherow Bridge, further advises that maintenance or gritting would usually continue over the boundaries, i.e. past the bridge joint. Maintenance boundaries currently shown to back of splitter islands at Woolley Bridge junction. It states further discussions are required with DCC/High Peak. It also highlights that there will need to be sufficient land to access to	Applicant noted.	Agreed

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			and from the bridge for maintenance.		
5.28		Future maintenance Mottram Underpass	The Consultee states the interfaces of particular structures need further clarity in terms of ownership. It highlights that there have been previous issues which have been difficult to clarify.	The Applicant agrees that the extent of ownership needs to be clearly defined.	Agreed
5.29		Future maintenance Carrhouse Lane	The Consultee advises that Carrhouse Lane is currently unadopted, and will have an engineered cut in, with landscape mitigation. It would prefer to keep this unadopted but notes it will require access rights for maintenance that is necessary to support the underpass, but not the surface as it is a diversion of the existing unadopted highway. It states that it is responsible for the surface of relevant public rights of way but not in terms of major collapses and issues with the land which would be dealt with via landowner dialog/serve a notice.	The applicant agrees that the diverted Carrhouse Lane will be retained as an unadopted highway.	Agreed
5.30		Future maintenance Old Hall Lane	The Consultee commented that the potential bridleway between Old Hall Lane and Mottram Moor, Tameside suggested that this would be returned to the original owner.	The Applicant agreed to maintain the bridleway as it will use this as a maintenance access.	Agreed

SoCG Ref. Number	Relevant examination document	Relevant Issue	TMBC comment	National Highways response	Status
5.31		Future maintenance Access	The Consultee states that TMBC would require maintenance facilities to access any TMBC owned structures from HE land.	Relevant access included in the Scheme proposals.	Agreed
5.32		Future maintenance Drainage Ponds	Pond 3, near the River Etherow, which drains Tameside highway will be adopted by Tameside and the other two attenuation ponds maintained by Highways England.	Applicant agreed.	Agreed
5.33		Future maintenance Drainage Culvert maintenance	The Consultee stated that the culverts may not be maintained by the landowners so Tameside MBC would require access rights to the outfall structures that are within the Tameside MBC boundary. The Consultee suggests that this could be accessed from the main carriageway from a hardstanding area and pedestrian step access. They highlight that the design needs to consider safety aspects, both for maintenance operatives and road users.	Maintenance hardstandings have been incorporated into the design proposals and access to the relevant structures are provided within the proposed Tameside MBC boundary.	Agreed
5.34		Future Maintenance Drainage	The Consultee confirms that it would not be TMBC's responsibility to maintain the proposed NG access track and bridleway and that it should be handed back to the	It was agreed that the access track and bridleway will be maintained by HE.	Agreed

SoCG Ref. Number	Relevant examination document	Relevant Issue	TMBC comment	National Highways response	Status
		National Grid (NG) access track and bridleway	landowner with the access owned separately.		
5.35	Scheme Layout Plans [APP-011] Sheet 3	Landscaping Mottram Underpass	Discussion ongoing.	Need to agree landscaping for green patch on the “lid” of the underpass when constructed. TMBC may wish to alter design of landscaping and undertake public consultation for public use / benefit. Design would need to be finalised by the end of the summer. Need to agree any programme for TMBCs community engagement of any enhancements in addition to what NH have submitted in the application.	Under discussion
5.36	Land Plans [APP-007] Sheet 8	Land plans	Discussion ongoing.	Land parcels 8/6 and 8/1 are being taken permanently as currently set out in the Book of Reference (BoR) and on the land plans. NH has agreed that these aren’t required permanently and will be “downgraded” accordingly in the BoR and land plans. 8/6 around and to the side of the hardware store 8/1 covers area behind the Post Office which provides access to the PO car park.	Under discussion

SoCG Ref. Number	Relevant examination document	Relevant Issue	TMBC comment	National Highways response	Status
				In both cases NH will just be doing surface upgrade and handing to TMBC.	
6. Other consents and permits					
7. Opportunities for enhancement and environmental benefits.					
8. Human rights and equalities duties					
9. Any other relevant and important considerations					

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9.1.	Funding Statement [APP-026]	Consultation Future Engagement	The Consultee is keen to work with the Applicant to minimise the Scheme's impacts on the wider M67 corridor, on the detrunked A57 and other local roads within Mottram.	The Applicant agreed to ongoing discussions.	Agreed
9.2	Funding Statement [APP-026]	Consultation Support	The Consultee supports the Scheme, it has been their long-term ambition to see the construction of a bypass around Mottram-in-Longdendale, Hollingworth & Tintwistle. 'Tameside MBC fully supports the scheme and see it as the first phase of the larger bypass as noted above.'	Applicant noted.	Agreed
9.3	Funding Statement [APP-026]	Traffic impacts Availability of data	The Consultee notes that the available traffic flow data for the initiative is omitted from the published text.	Traffic modelling data relating to the final Scheme design will be provided in the DCO submission. (Transport Assessment Report [TR010034/APP/7.4])	Agreed

10. LPA Issues

10.1 Compliance with local policy and development plans

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SoCG Ref. Number	Relevant examination document	Relevant Issue	TMBC comment	National Highways response	Status
10.2 Achievement of sustainable development					
10.3 Matters listed under assessment of principles					
10.3.1	[APP-017] 2.12 - Culvert and Drainage Plans	Drainage Design proposals	The preliminary design proposals were acceptable in principle, including attenuation for 100 year return period with 40% allowance for climate change. It stated that the outfalls will be subject to formal agreement during detailed design. It agreed generally on the proposed watercourse diversions subject to formal acceptance during detailed design.	The Applicant noted the comments and will continue to discuss the proposals during the detailed design stage. The detailed proposals will be agreed with Tameside MBC via the formal design acceptance process post DCO submission. Outfalls to be agreed during detailed design stage.	Agreed
10.3.2	[APP-017] 2.12 - Culvert and Drainage Plans	Drainage Surface Water Collection	The Consultee stated that it preferred gullies over combined kerb and drainage (CKD). The gully design will be agreed closer to the commencement of detailed design. The Consultee confirmed that there were no known issues with flooding on the existing Tameside highway	Detailed drainage proposals will be finalised as part of the detailed design and agreed with Tameside MBC via the formal design acceptance process post DCO submission.	Agreed

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10.4. Whether potential releases can be adequately regulated under the pollution control framework, consistent with the National Policy Statement for National Networks					
10.5 Any other relevant matters included in the ExA's Initial Assessment of Principal Issues					
10.6 Any other matters on which agreement might aid the smooth running of the Examination and assist the ExA's recommendation to the Secretary of State					

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Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
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