

A57 Link Roads

TR010034

**9.14 Draft Statement of Common Ground
with Greater Manchester Archaeological
Advisory Service**

Rule 8(1)(e)

Planning Act 2008

Infrastructure Planning (Examination Procedure) Rules 2010

January 2022

Infrastructure Planning

Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

A57 Link Roads Development Consent Order 202[x]

9.14 DRAFT STATEMENT OF COMMON GROUND WITH MANCHESTER ARCHAEOLOGICAL ADVISORY SERVICE

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Rev 1.0	January 2022	Deadline 2

DRAFT STATEMENT OF COMMON GROUND

This Draft Statement of Common Ground has been prepared and agreed by (1) National Highways Limited and (2) Greater Manchester Archaeological Advisory Service

To be signed prior to examination

Signed 
Andrew Dawson
Project Manager
On behalf of National Highways
Date:

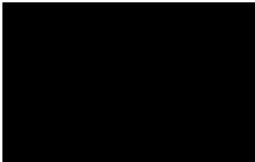
Signed: 
Ben Dyson
Senior Planning Archaeologist
On behalf of Greater Manchester
Archaeological Advisory Service
Date: 10/01/2022

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1. Introduction

1.1. Purpose of this document

- 1.1.1. This Draft Statement of Common Ground ("SoCG") has been prepared in respect of the proposed A57 Link Roads scheme (previously known as Trans-Pennine Upgrade) ("the Scheme") and the application ("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 on 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 the SoCG, 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) Greater Manchester Archaeological Advisory Service (GMAAS).
- 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. GMAAS is funded by the Greater Manchester Combined Authority (GMCA) primarily to provide advice to the county's ten district authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford and Wigan) on all matters relating to archaeology and the planning process. This includes advice on appropriate protection and recording measures on development sites, and approaches to enhancing Greater Manchester's unique and fascinating historic environment.

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 GMAAS.

2. Record of Engagement

2.1.1. A summary of the meetings and correspondence that has taken place between National Highways and GMAAS between December 2017 and January 2022 in relation to the Application, is outlined in Table 2-1.

Table 2.1: Record of Engagement between National Highways and GMAAS

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
December 2017 - June 2018	By email	GMAAS were consulted during the preparation of the desk-based assessment, requesting views on the studies and general thoughts on the previous Trans-Pennine Upgrade Scheme. The Archaeological Officer expressed concern about the following: <ul style="list-style-type: none"> - Prehistoric potential and sites in the west of the Site. - Potential Romano-British and other activity within the application site close to the River Etherow. - The need for pre-application surveys to be included as part of the ES.
October 31 2019	Meeting	A meeting was held to update GMAAS on the Scheme and to agree the scope of the archaeological investigations.
November 26 2019	By email	Data request for reports by Tameside Archaeology Society on test pitting near Grange Farm and a synopsis of investigations at Grange Farm. Data received: 2 January 2020.
June 5 2020	By email	A design brief was issued to GMAAS detailing the proposed scope of works for the archaeological investigations, which GMAAS provided comment on.
June 10 2020	Teams meeting	A meeting was held to go over the proposed archaeological investigations for the Scheme.
November 3 2020	By email	The Written Scheme of Investigation (WSI) for archaeological photogrammetric and geophysical survey issued to GMAAS Reply received: 5 November 2020 confirming GMAAS are satisfied with the WSI and timetable for the archaeological investigations.
January 25 2021	Teams meeting	A meeting to update GMAAS on the archaeological investigations and agree the works to be undertaken pre-DCO.
February 8 2021	By phone call	A discussion to agree the archaeological Watching Brief (WB) for the supplementary Ground Investigations (GI).
February 11 2021	By email	Follow up email confirming the GI Watching Brief information, including the proposed Watching Brief locations and location plans. GMAAS responded 19/02/2021 to confirm their acceptance of the approach.
February 15 2021	By email	WSI issued to GMAAS outlining the proposed approach to the archaeological evaluation prior to construction of the Scheme.

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
February 18 2021	By email	GMAAS responded to confirm they were satisfied with the approach outlined in the WSI.
16 March 2021	Site meeting	GMAAS attended a site meeting to discuss the archaeological surveys being undertaken and confirm the approach for surveys.
03 September 2021	Email	GMAAS have accepted the addendum for the test pits without any substantive comments and made minor comments on the WSI - which will be addressed and the WSI re-issued for their final sign off.
09 September 2021	Email	Revised WSI issued to GMAAS outlining the proposed approach to the continued programme of archaeological evaluation prior to construction of the Scheme.
09 September 2021	Email	GMAAS responded to confirm they were satisfied with the robust and informed methodologies outlined in the WSI that were entirely appropriate for the Scheme.
21 September 2021	Teams meeting	A meeting to discuss and agree the WSI and approach to monitoring archaeological investigations was held with GMAAS, Atkins and Oxford Archaeology North. At this meeting GMAAS reconfirmed their acceptance of the WSI.

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) GMAAS in relation to the issues addressed in this SoCG.

3. Table of issues and matters to be agreed

3.1. Points of discussion

Table 3.1: Statement of Common Ground (SoCG) Between National Highways and Greater Manchester Archaeological Advisory Service Greater Manchester Archaeological Advisory Service (GMAAS) Table of Issues/Matters - Final Version to be complete for Deadline 2 submission on 14 January 2022

SoCG Ref. Number	Relevant examination document	Relevant Issue	GMAAS Comment	National Highways response	Status
1	<p>Archaeology Scope of Works and Written Scheme of Investigation [APP-161]</p> <p>Geophysical Survey Written Scheme of Investigation [APP-162]</p> <p>Archaeological geophysical survey report November 2020 [APP-163]</p> <p>Archaeological geophysical survey report February 2021 [APP-164]</p>	<p>Phased programme of archaeological investigations: Geophysical surveys for inclusion in the ES</p> <p>Phased programme of archaeological investigations: Archaeological evaluation: Geophysical surveys – near Tara Brook Farm (see Appendix</p>	<p>During 2020 National Highways implemented a geophysical survey (comprising targeted EM survey and targeted fluxgate gradiometer survey) in areas A, and E (see Appendix A), and in addition a fly through photogrammetric survey to infill gaps within the LiDAR with the intention to get a more accurate understanding of the early prehistoric occupation of the landscape.</p> <p>GMAAS confirmed in an email sent November 5, 2020 they are content with the approach</p> <p>GMAAS confirmed in the meeting January 25 2021 they are content with these surveys.</p>	<p>These surveys were completed in November 2020 and were incorporated into the ES for DCO submission.</p> <p>The Historic Environment Record (HER) identifies several heritage assets of Romano-British date within this area. Most of these either originate from 19th century/ antiquarian finds or are extrapolated from aerial images. It has been flagged there may be a potential settlement in this area, therefore undertaking the geophysics will allow greater understanding of the potential for Romano – British remains.</p>	<p>Agreed</p> <p>Agreed</p>

SoCG Ref. Number	Relevant examination document	Relevant Issue	GMAAS Comment	National Highways response	Status
		B) for inclusion in the ES		These surveys were undertaken in February 2021 and were included in the ES for DCO submission	
3		Phased Programme of Archaeological Investigations	<p>National Highways were unable to obtain land access for intrusive archaeological investigations across the Scheme pre-DCO submission.</p> <p>The intrusive archaeological investigations will not therefore be included in the ES or provided with the DCO submission and will be conditioned as a pre-construction requirement.</p> <p>The intrusive archaeological investigations will comprise:</p> <ul style="list-style-type: none"> • A shovel-test pitting survey • Mechanical/hand excavated test pitting • Trial trenching • Auger/borehole survey • As stated in Section 3 of the WSI, evaluative techniques will inform the requirement for further mitigation (likely in the form of targeted strip-map-record excavation areas). This will require a new WSI or addendum to the existing WSI. 	<p>These investigations will be informed by previous archaeological investigations on the scheme in 2020 and 2018 including a UAV survey undertaken by Oxford Archaeology in 2020, and an electromagnetic (EM) survey which were specifically aimed at characterizing the sub-surface geology/topography.</p> <p>The archaeological investigations will be concurrent with the DCO application for the Scheme to inform detailed design and project delivery, in addition to any required mitigation proposals.</p> <p>The WSI (Appendix A) has been agreed in consultation with GMAAS (September 2021). GMAAS confirmed in a meeting 25 January 2021 they were content with this approach and this was further confirmed 16 March 2021 on a site monitoring visit.</p> <p>The WSI was approved by GMAAS by email on 09 September 2021</p>	Agreed

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