

A57 Link Roads

TR010034

**9.25 Statement of Common Ground with
Derbyshire County Council**

Rule 8(1)(e)

Planning Act 2008

Infrastructure Planning (Examination Procedure) Rules 2010

April 2022

Infrastructure Planning

Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

A57 Link Roads Development Consent Order 202[x]

9.25 STATEMENT OF COMMON GROUND WITH DERBYSHIRE COUNTY COUNCIL

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Author:	A57 Link Roads Project Team, National Highways and Atkins

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STATEMENT OF COMMON GROUND

This Statement of Common Ground has been prepared and agreed by (1) National Highways Limited and (2) Derbyshire County Council

Signed..........

Andrew Dawson
Project Manager

On behalf of National Highways

Date: 20.4.2022

Signed 

Chris Henning
Executive Director Place

On behalf of Derbyshire County Council

Date: 27/04/2022

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1. Introduction

1.1. Purpose of this document

- 1.1.1. This Statement of Common Ground ("SoCG") has been prepared in respect of the proposed A57 Link Roads scheme (previously known as Trans-Pennine Upgrade) ("the Application") made by 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. The SoCG has been produced to confirm to the Examining Authority where agreement has been reached between the parties to it, and where agreement has not (yet) been reached. SoCGs are an established means in the planning process of allowing all parties to identify and so focus on specific issues that may need to be addressed during the examination.

1.2. Parties to this Statement of Common Ground

- 1.2.1. This SoCG has been prepared by (1) National Highways as the Applicant and (2) Derbyshire County Council (DCC).
- 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. Derbyshire County Council is responsible for services across the whole of the county including, but not limited to, transport, economic development and regeneration, and environmental policy.

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 Derbyshire County Council.

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 19 October 2021. Derbyshire County Council 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. 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 Derbyshire County Council 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 Derbyshire County Council

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
11/7/2016	Stakeholder Engagement Workshop	An early engagement workshop with all relevant stakeholders to discuss the challenges and objectives of the A57 Link Roads development, a review of the elements of programme and issues, the delivery process, potential for early delivery of package elements, Hollingworth and Tintwistle.
9/8/2016	Stakeholder Questionnaire	A questionnaire was sent to all stakeholders after the workshop above.
1/5/2018	Steering Group Meeting	A scheme update was provided, with queries on traffic figures and the format of consultation on the traffic figures. Stakeholders requested to receive the traffic data prior to the release of the information to the public. There were discussions around the Local Impact Report and an update was provided on air quality and noise.
09/10/2018	Meeting	Key issues identified at the meeting include lack of traffic flow data and associated impacts on noise and air, cultural heritage assessment, Melandra Castle, viewpoints, landscaping and the requirement for further economic and regeneration information in the PEIR.
10/09/2020	HE Email	Request for inventory drawings regarding lighting
04/11/2020	HE Email	Request for air quality data
04/11/2020	HE Email	S42 consultation pack distribution
05/11/2020	HPBC Email	Receipt of S42 consultation pack
11/11/2020	HE Email	Check status of issues regarding previous scheme
11/11/2020	DCC Email	Response to state it was not satisfied previous issues had been resolved
12/11/2020	HPBC Email	Provided HE with air quality data requested
12/11/2020	HE Email	Provision of draft traffic data
12/11/2020	HE Email	Meeting set up
12/11/2020	DCC Email	Meeting set up
13/11/2020	DCC Email	Meeting set up and information on consultant identified to assess traffic data
13/11/2020	DCC Email	Meeting set up
16/11/2020	Various Emails	Meeting set up and contact information
16/11/2020	HE Email	Meeting set up - Woolley Bridge
17/11/2020	HE Email	Information provide by email on Woolley Bridge proposed junction design

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
17/11/2020	DCC Email	Applicant received email from DCC stating that it had assessed the traffic data provided for review and had a few questions about the modelling it wished to cover. The Consultee requested further information from Highways England.
17/11/2020	HE Email	An email was sent from Highways England to request their comments on traffic impact.
19/11/2020	HE Email	Email seeking confirmation of committed developments
19/11/2020	HPBC Email	Asked for clarification on committed development thresholds
19/11/2020	HE Email	Confirmed committed development thresholds
22/11/2020	HE Email	Meeting set up - general
22/11/2020	DCC Email	Meeting set up - general
23/11/2020	HE Email	Meeting set up - general
23/11/2020	DCC Email	Meeting set up - general
23/11/2020	HE Email	Meeting set up - Woolley Bridge design
24/11/2020	DCC Email	Meeting set up - Woolley Bridge design
26/11/2020	HE Email	Request for committed development information
27/11/2020	HE Email	Proposed meeting regarding air quality assessment results
28/11/2020	DCC Email	Example of SoCG between DCC and HE regarding the scheme
30/11/2020	HPBC Email	Meeting set up – air quality
30/11/2020	Meeting	A meeting was held to discuss additional traffic lane and signal design at Woolley Bridge Junction, traffic modelling.
01/12/2020	Meeting	A meeting was held between Highways England, HPBC and Derbyshire CC to discuss a number of landscape and cultural heritage issues.
03/12/2020	HPBC Email	Committed development information provided
08/12/2020	HE Email	Meeting set up - heritage
08/12/2020	DCC Email	An email was received from Derbyshire CC about the archaeological investigation methodology and Melandra Castle.
16/12/2020	HE Email	Request data on proposed housing development at Woolley Bridge
17/12/2020	DCC Email	Contact details for discussion regarding proposed housing development
17/12/2020	HE Email	Three dimensional drawing of proposed Woolley Bridge Junction layout provided
17/12/2020	HE Email	Meeting minutes distributed for comment
17/12/2020	DCC Email	Confirmation meeting minutes were a 'fair reflection'
17/12/2020	DCC Email	Joint response from HPBC and Derbyshire CC to the consultation, stating that they were making a holding objection based on the lack of information provided on traffic and environmental impacts.
18/12/2020	HE Email	Email to confirm GI methodology
04/01/2021	HE Email	Email to provide GA drawings regarding street lighting.

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
06/01/2021	DCC Email	Email providing details of Derbyshire's updated street lighting specification.
06/01/2021	DCC Email	Email regarding discussion about scheme layout presented and draft comments. Contact details were also provided.
11/01/2021	DCC Email	Email regarding a DCC development in the locality of the Scheme
14/01/21	Meeting	Meeting with DCC to discuss drainage at Brookfield and determine no impact on scheme proposals
14/01/2021	HE Email	Confirmed that the DCC scheme and A57 Link Roads do not overlap, although opportunities for joint drainage could be considered.
01/02/2021	HE Email	Details of highway maintenance boundary drawings provided and request for meeting in summer 2021
01/02/2021	DCC Email	Agreement to meet regarding street lighting in summer 2021.
09/02/2021	HE Email	Draft Scheme Layout sent for comment plus request for existing asset details, review of commencement and maintenance definition, materials pallet and existing adoption boundaries.
03/03/2021	HE Email	Chasing response to GI methodology
22/03/21	HE Email	Chasing responses to draft layout email and
22/03/21	DCC Email	Details of materials pallet and information on future contacts
24/03/21	HE Email	ES Cumulative effects assessment and committed development definition
25/03/21	HE Email	Review of COSA Assessment requested
26/03/21	HE Email	Chasing response to GI methodology
31/03/21	DC Email	Details provided of residential development at Woolley Bridge Junction to be considered in HE design
<i>UPDATE 06/04/21</i>	<i>HPBC Email</i>	<i>Confirmed that the High Peak sites identified within the COSA assessment do not belong to the Council. Requested additional policy added with regard to High Peak BC.</i>
14/07/21	Meeting	Meeting to discuss signal design requirements with DCC and TfGM
19/07/2021	Meeting	Meeting discussed lighting proposals. In conflict area PLG02, signal-controlled junctions to be lit to CE class. Junction classified as E3 environmental zone.
21/07/2021	Meeting	Meeting regarding Road Lighting for Derbyshire confirming dimming, ecology considerations, light temperature, lit signs and passive safety.
21/07/2021	Email	DCC email to Atkins followed up on 21/07/2021 meeting to confirm agreed details.
29/07/2021	Meeting	21/07/2021 Meeting notes shared with DCC for review
14/08/2021	Meeting	Meeting with DCC and TfGM to agree signal design details
15/10/2021	Email	DCC shared traffic information spreadsheet for A57 junctions.
06/12/2021	Meeting	DCC, National Highways and Atkins meeting to discuss SoCG issues review.

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
04/02/2022	Meeting	NH and DCC SoCG catch up
11/02/2022	Meeting	NH and DCC meeting to discuss operational issues
03/03/2022	Meeting	NH and DCC meeting to discuss surface water collection of highway drainage – use of CKD v's gullies
09/03/2022	Meeting	NH and DCC SoCG catch up
14/03/2022	Meeting	NH and DCC SoCG catch up
11/04/2022	Meeting	Meeting to discuss LLFA requirements with DCC – of which there are none
28/03/2022	Meeting	NH and DCC meeting to discuss operational issues
29/03/2022	Meeting	NH and DCC SoCG catch up
04/04/2022	Meeting	NH and DCC SoCG catch up
8/04/2022	Meeting	DCC and Atkins meeting between ecology and landscape teams to address relevant issues.
20/04/2022	Meeting	NH and DCC SoCG catch up

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) Derbyshire County Council in relation to the issues addressed in this SoCG.

3. Table of issues and matters to be agreed

3.1. Issues Related to Rule Six Letter Annex E

**Table 3.1: Statement of Common Ground (SoCG) Between National Highways and Derbyshire County Council (DCC)
 Table of Issues/Matters - Final Version dated 27 April 2022**

SoCG Ref. Number	Relevant examination document	Relevant Issue	DCC comment	National Highways response	Status
1. Legislation and Policy					
2. Assessment and Proposed Mitigation					
2.1 Environmental Assessment and Mitigation					

SoCG Ref. Number	Relevant examination document	Relevant Issue	DCC comment	National Highways response	Status
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					

SoCG Ref. Number	Relevant examination document	Relevant Issue	DCC comment	National Highways response	Status
2.2 Flexibility and worst-case scenario					
2.3 Construction and operational effects					
2.3.1	Environmental Statement [APP-058 – APP-181] 7.2 Outline Environmental Management Plan [APP-183] 7.5 Outline Traffic Management Plan [APP-186]	Construction traffic Disruption	The Consultee believes that there will be disruption to local residents and businesses during construction phase of the Scheme.	The Applicant has set out the potential construction impacts within the ES and Environmental Management Plan [(APP-058 -073)and APP-183] The majority of the Scheme will be built offline decreasing such impacts.	N/A
2.4 Scoping out of detailed assessment and National Policy Statement for National Networks					

SoCG Ref. Number	Relevant examination document	Relevant Issue	DCC comment	National Highways response	Status
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					

SoCG Ref. Number	Relevant examination document	Relevant Issue	DCC comment	National Highways response	Status
2.9 Cumulative impacts					
2.10 The significance of each residual impact					

SoCG Ref. Number	Relevant examination document	Relevant Issue	DCC Comment	National Highways response	Status
3. Environmental Statement and DCO Requirements					

SoCG Ref. Number	Relevant examination document	Relevant Issue	DCC Comment	National Highways response	Status
3.1	Environmental Statement (ES) Chapter 6 – Cultural Heritage [APP-062]	Archaeology & Cultural Heritage Methodology Archaeological investigation scope - Derbyshire	The Consultee queries why the Applicant is only allowing for “pre-DCO application archaeological investigations within the extent of Tameside Metropolitan Borough” as the archaeological risk is the same on either side of the River Etherow in this area. It recommends that the Derbyshire side of the Scheme is included in investigations.	Derbyshire has also been accounted for within the pre-DCO works and the methodology and Written Scheme of Investigation have been formally approved by Derbyshire CC’s representative.	Agreed
3.2	Environmental Statement (ES) Chapter 6 – Cultural Heritage [APP-062]	Archaeology & Cultural Heritage Methodology Archaeological investigation scope - Derbyshire	The Consultee states that the assessment of cultural heritage significance and impacts will require a phased approach at the EIA stage, involving desk-based study and site-based field evaluation as appropriate. It advises that field evaluation would typically proceed from an understanding of geo-archaeology and may then comprise geophysics in accessible areas, supplemented by trial trenching where appropriate.	This approach has been agreed in consultation with the Derbyshire CC’s representative.	Agreed
3.3	Environmental Statement (ES) Chapter 6 – Cultural Heritage [APP-062]	Archaeology & Cultural Heritage Methodology Cultural heritage assessment	The Consultee suggested that the following assets should be included in the assessment; Scheduled Monuments and non-designated, valued assets in the immediate Longdendale landscape; Tintwistle and Langsett Conservation Areas and assets along the A57 extending to Ladybower.	The Applicant is to review the inclusion of these assets within the assessment in the Cultural heritage chapter (Chapter 6) of the ES [(APP-058 -073)].	Agreed

SoCG Ref. Number	Relevant examination document	Relevant Issue	DCC Comment	National Highways response	Status
3.4	Environmental Statement (ES) Chapter 6 – Cultural Heritage [APP-062]	Archaeology & Cultural Heritage Methodology Melandra Castle	It indicates that the assessment of setting impacts to Melandra Castle should comprise a setting study following the five-step principle established in Historic England guidance and include appropriate viewpoint photography/ photomontages to show the potential impacts of the development.	The Applicant undertook the assessment in relation to this guidance.	Agreed
3.5	Environmental Statement (ES) Chapter 6 – Cultural Heritage [APP-062]	Archaeology & Cultural Heritage Methodology Melandra Castle	The Consultees stated it that it had requested additional viewpoints of Melandra Castle but could not see them within the consultation materials.	The Applicant stated that it currently had three representative Viewpoints in the vicinity of Woolley Bridge and Melandra Castle: a) View from the Woolley Bridge (A57) adjacent residential properties: b) View from Trans Pennine Trail c) View from PRow HP12/72/3 adjacent Melandra Castle (SAM)	Agreed
3.6	Environmental Statement (ES) Chapter 8 - Biodiversity [APP-064]	Biodiversity Methodology Assessment	The Consultee expressed that as only a small part of the Scheme lies within Derbyshire it is difficult to understand the in/direct impacts as Derbyshire CC only has comprehensive ecological data within the count.	The Applicant will include its ecological assessments within the Biodiversity chapter (Chapter 8) of the ES [REP-016] as part of the DCO application	Agreed
3.7	Environmental Statement (ES) Chapter	Biodiversity Methodology	The Consultee stated that the ecological surveys identified in the PEIR were acceptable.	Applicant noted	Agreed

SoCG Ref. Number	Relevant examination document	Relevant Issue	DCC Comment	National Highways response	Status
	8 - Biodiversity [APP-064]	Surveys			
3.8	Environmental Statement (ES) Chapter 8 - Biodiversity [APP-064]	Biodiversity Methodology Designated sites	The Consultee stated that no part of the Scheme's RLB in Derbyshire appears to be covered by ecological designations nor supports records for notable species. Notes that non-statutory designated sites can be found nearby.	Applicant noted	Agreed
3.9	Environmental Statement (ES) Chapter 7 Landscape and Visual Effects [APP-063]	Landscape and Visual Impacts Assessment Land take for landscaping	The Consultee stated the Scheme's success will be dependent on assessment results, mitigation on identified impacts and how it will reinforce landscape character.	The Applicant selected 31 representative viewpoints for the visual effects assessment, which were agreed with the Local Planning Authorities, (LPAs) PDNPA, Tameside Metropolitan Borough Council, HPBC, Derbyshire CC. It has scoped some of the viewpoints out (listed below) as the footprint of the Scheme has been reduced resulting in some viewpoints no longer representing receptors likely to experience a significant effect. The assessment of the indirect effects methodology has been reassessed. The Arcadis (2018) methodology was previously agreed with the PDNPA. Highways England will seek to discuss	Agreed

SoCG Ref. Number	Relevant examination document	Relevant Issue	DCC Comment	National Highways response	Status
				and agree these amendments with PDNPA, and discussions are ongoing.	
3.10	Environmental Statement (ES) Chapter 7 Landscape and Visual Effects [APP-063]	Landscape and Visual Impacts Assessment Night time views	The Consultee queried whether night time views have constituted any additional viewpoints as at night the impact of lighting may cause new visual impacts.	In line with DMRB guidance (LA 107) a high-level night-time assessment will be undertaken for landscape and visual receptors which might be likely to be affected by the addition of artificial lighting from lighting columns associated with the Scheme. The night-time landscape of the 1km study area has also been undertaken along with site visits to six representative viewpoints. The viewpoints were selected to obtain the most unobstructed night views of the Scheme and provide an accurate representation of the receptors along the Scheme corridor. The assessment considers the 'sight of light' and the effects of light on the character of an area, views and a general quality of life. The night-time assessment can be found with the summary schedules.	Agreed
3.11	Environmental Statement (ES) Chapter 7 Landscape and Visual Effects	Landscape and Visual Impacts Assessment	The Consultee raised the impact of lighting on ecology.	The Applicant considered that vegetation would be retained in the area and plans for planting which would mitigate lighting impacts on ecology.	Agreed

SoCG Ref. Number	Relevant examination document	Relevant Issue	DCC Comment	National Highways response	Status
	[APP-063]	Ecology and lighting			
3.12	Environmental Statement (ES) - Chapter 7 Landscape and Visual Effects [APP-063]	Landscape and Visual Impacts Assessment Planting	The Consultee indicates that planting in a linear form does not hide the route from view. It draws attention to the traditional setting and requests that enough land is made available to deliver the enhancements and mitigations of the Scheme. It states that attenuation ponds can be overengineered and should also consider biodiversity net gains.	The Applicant states that the mitigation will be landscape-led and aligned with the existing landscape character. For each localised section of the route the Applicant has created scheme level character areas, which include naturalistic designs for SuDs and slopes. The focus will be on scope profiling around access tracks.	Agreed
3.13	Environmental Statement (ES) Chapter 7 Landscape and Visual Effects [APP-063]	Landscape and Visual Impacts Assessment River Etherow Bridge crossing	The Consultee indicated that that the Bridge crossing over the River Etherow is shorter than proposed and it should ensure a sufficient scale to allow the landscape and ecology of the river to 'flow' beneath it.	The Applicant stated that the impacts created by the Bridge will be reviewed in the ES [TR010034/APP/6.3] and any required mitigation included in the design.	Agreed
3.14	Environmental Statement (ES) - Chapter 12 - Population and Human Health	Socio-economic assessment Assessment	The Consultee stated that the PEIR and ES should include a more extensive and robust assessment of likely economic and regeneration benefits.	The Applicant stated that strategic employment sites have been scoped out in accordance with PINS guidance. The Case for the Scheme [REP1-036 N], which will be part of the DCO application pack will consider the economic impacts of the Scheme	Agreed

SoCG Ref. Number	Relevant examination document	Relevant Issue	DCC Comment	National Highways response	Status
	[APP-068]	Economic and regeneration benefits			
4. DCO Requirements and associated provisions and documents					
5. Matters for detailed approval					
5.1		Future maintenance SoCG	The Consultee states that should the DCO be granted, it wishes to confirm maintenance responsibilities/liabilities within a SoCG	The Applicant has prepared this SoCG to provide an initial, draft record of such discussions and issues.	Agreed
5.2		Future maintenance Flood risk and drainage	The Consultee wishes to be engaged with the Applicant to identify future maintenance liabilities for the flood risk and drainage elements of the Scheme, which could be included in a SoCG.	The Applicant agrees that ongoing discussions are required.	Agreed

SoCG Ref. Number	Relevant examination document	Relevant Issue	DCC Comment	National Highways response	Status
5.3		Future maintenance Adoption of Scheme	The Consultee asked which sections of the Scheme would be adopted by the Applicant.	The Applicant explained that DCC are to adopt the new A57 Link Road from the new river bridge over the River Etherow to the new junction on the existing A57 Woolly Bridge (Work Plans REP1-002).	Agreed
5.4		DCO Definitions Definition of maintenance and commencement in DCO	The Consultee and Applicant are discussing the definitions of maintenance and commencement.	The Consultee and Applicant are discussing the definitions of maintenance and commencement.	Agreed
6. Other consents and permits					
7. Opportunities for enhancement and environmental benefits.					

SoCG Ref. Number	Relevant examination document	Relevant Issue	DCC Comment	National Highways response	Status
8. Human rights and equalities duties					
9. Any other relevant and important considerations					
9.1	Consultation Report [APP-026]	Insufficient information Lack of data in the PEIR – traffic/ environment	The Consultee expressed significant concern was expressed regarding the absence of environmental and traffic data published with the public consultation. It stated that the lack of information in the PEIR prevented it from developing a Local Impact Report or any other assessments of the Scheme’s impacts.	The Applicant will provide environmental and traffic data within the DCO Application. The traffic modelling has been altered following changes to the Scheme arising from consultation. The Applicant has supplied the additional detailed traffic and environmental information for the project and has provided specific detailed information for the junctions on the A57 corridor, Glossop as requested by DCC to address area of specific concern.	Agreed

SoCG Ref. Number	Relevant examination document	Relevant Issue	DCC Comment	National Highways response	Status
9.2	Consultation Report [APP-026]	Insufficient information Lack of data in the PEIR	The Consultee stated that it's comments on the 2018 PEIR remain.	The Applicant will consider these issues within the DCO application and accompanying ES (REP-014 -].	Agreed
9.3	Consultation Report [APP-026]	Insufficient information Holding objection	The Consultee asked what additional information would be set out in the ES as it has a holding objection on the basis of limited information.	<p>The information provided within the PEIR for consultation has been significantly progressed since the previous consultation. It sets out everything that will be included within the detailed Environmental Impact Assessment of the Scheme that can be found within the ES [(APP-058 -073)].</p> <p>The Applicant has supplied the additional detailed traffic and environmental information for the project and has provided specific detailed information for the junctions on the A57 corridor, Glossop as requested by DCC to address area of specific concern.</p> <p>It has been agreed that sufficient information has been provided and the holding objection can be closed.</p>	Agreed
9.4	Consultation Report [APP-026]	Insufficient information Holding objection	The Consultee asked what additional information would be set out in the ES as it has a holding objection on the basis of limited information.	The information provided within the PEIR for consultation has been significantly progressed since the previous consultation. It sets out everything that will be included within the detailed	Agreed

SoCG Ref. Number	Relevant examination document	Relevant Issue	DCC Comment	National Highways response	Status
				<p>Environmental Impact Assessment of the Scheme that can be found within the ES [(APP-058 -073)].</p> <p>The Applicant has supplied the additional detailed traffic and environmental information for the project and has provided specific detail information as requested by DCC to address area of specific concern.</p> <p>It has been agreed that sufficient information has been provided and the holding objection can be closed.</p>	
9.5	RR-0240-6	Relevant Representation	Consequently increase traffic flows with a corresponding reporting of future accidents on both the A57 through Glossop and A628 through Tintwistle.	<p>This Snake Road section (including Snake Pass) of the A57 through the Peak District National Park currently has a relatively poor accident record due to several factors including, the road alignment, frequent adverse weather due to its elevation and a higher than typical proportion of motorcyclists using the road, often for leisure purposes.</p> <p>The accident appraisal for the Scheme assumes that where there are no proposed improvements to a section of road, the accident rate will increase in proportion to the forecast increase in traffic. It is, therefore, the forecast increases in traffic on the A57 Snake Road through the Peak District National</p>	Agreed

SoCG Ref. Number	Relevant examination document	Relevant Issue	DCC Comment	National Highways response	Status
				<p>Park due to the Scheme that results in the forecast increase in accidents on this section of the A57. However, the forecast increase in accidents equates to less than a 0.3% increase across the appraised road network.</p> <p>It is possible that the appraisal overestimates the forecast increase in accidents on this section of road, since it is unlikely that the proposed Scheme will materially change the number of motorcyclists attracted to Snake Road for leisure rides, which is one of the principal reasons for the current high accident rate</p> <p>Conversation between the Applicant and DCC are underway to highlight the area of concern along the section of the A57 Snake Road, with a view to working collaboratively with DCC to look to identify if any further enhancement that could complement the existing measures that have already been introduced.</p> <p>It has been agreed that the scheme modelling will be updated as the detailed design evolves.</p>	

SoCG Ref. Number	Relevant examination document	Relevant Issue	DCC Comment	National Highways response	Status
9.6	RR-0240-20	Relevant Representation Emissions and modal shift	There is a lack of reference to, and acknowledgement of, the Government's strategic priorities of reducing emissions, and increasing modal shift to active travel.	<p>Chapter 14: Climate of the ES (APP-070) has considered the relevant legislation in force, however it did not include the DfT's Transport Decarbonisation Plan as this was published in July 2021, after the DCO application in June 2021. The plan outlines a number of commitments by the Government to remove all emissions from road transport to achieve net zero target by 2050. Commitments that will have a direct impact on road user emissions from the Scheme will include:</p> <ul style="list-style-type: none"> • An end to the sale of new petrol and diesel cars and vans by 2030 • All new cars and vans to zero emissions at the tailpipe by 2030 • All new L-category vehicles to be fully zero emissions at the tailpipe by 2035 <p>Current policy commitments mean that the greenhouse gas assessment presented in Chapter 14: Climate of the ES (APP-070) is considered to be an overestimate as the uptake of new electric vehicles in future years would be expected to be higher than the proportions used in the national projections included in Defra's Emissions Factor Toolkit (v10) used for the scheme assessment. Within the Emissions Factor</p>	Agreed

SoCG Ref. Number	Relevant examination document	Relevant Issue	DCC Comment	National Highways response	Status
				<p>Toolkit account is not taken for the increase of electric vehicles beyond 2030</p> <p>It has been agreed that the Applicant, as part of the DCO planning process, has provided additional information and clarity on these matters.</p>	
9.7	RR-0240-22	<p>Relevant Representation</p> <p>Emissions and transport fleet</p>	<p>Vehicle emission factors take account of Department for Transport fleet projections including conventional vehicles (petrol and diesel) as well as hybrid and electric vehicles, but do not take account of government commitments to changes in fleet makeup, for example the phasing out of conventional fuel cars and vans by 2030.</p>	<p>The emission factors used for greenhouse gas (GHG) operational road traffic assessment were based on Defra's Emission Factor Toolkit (EFT) v10.1 published in Aug 2020. The emission factor projections go out to 2030.</p> <p>Summary information can be found via this link to the Defra website: https://laqm.defra.gov.uk/air-quality/air-quality-assessment/emissions-factors-toolkit/.</p> <p>Default fleet split assumptions, vehicle size distributions and Euro class compositions are based on a set of traffic activity projections from the Department for Transport (DfT) (Road Traffic Forecasts (RTF) 2018) and DfT car sale projections (April 2019) including the uptake of low carbon passenger cars and LGVs with electric and hybrid electric propulsion systems.</p> <p>All of these data sources for the fleet projections predate the announcement to end the sale of petrol/diesel vehicles by 2030 and updated to these data sources</p>	Agreed

SoCG Ref. Number	Relevant examination document	Relevant Issue	DCC Comment	National Highways response	Status
				<p>have not yet been published. Previously it was assumed zero emission was to be achieved by 2050.</p> <p>It has been agreed that National Highways will undertake a sensitivity test to understand any changes as part of any updates to forecasting data sets issued by the Department for Transport. The findings of this sensitivity test will be shared with DCC.</p>	
9.8	RR-0240-23	<p>Relevant Representation</p> <p>Covid-19</p>	<p>The assessment around road user impacts and traffic numbers does not appear to take into account changes to travel and work patterns brought about by the COVID-19 pandemic over the past 18 months, some of which are likely to be sustained in the long term, leading to more home working and flexi-time travel</p>	<p>The forecast traffic growth used for the assessment of the Scheme has been derived in full accordance with the latest best practice guidance contained in the Department for Transport's (DfT) Transport Analysis Guidance (TAG) and is based on the DfT's National Trip End Model (NTEM). The latest version of which predates the Covid-19 pandemic. National Highways recognises that the Covid-19 pandemic has, to date, had a significant effect on the people's travel patterns and traffic volumes using the road network. However, it is too early to know what the long-term impacts of the Covid-19 pandemic will be on people's travel patterns and particularly on forecast traffic growth. Until there is evidence of the likely longer-term impacts of the pandemic on peoples travel patterns that will enable revised traffic forecasts to be derived with some certainty, National Highways can only rely on the established</p>	Agreed

SoCG Ref. Number	Relevant examination document	Relevant Issue	DCC Comment	National Highways response	Status
				method of forecasting traffic growth for the assessment of the Scheme that predates the Covid-19 pandemic.	
9.9	RR-0240-28	Relevant Representation Economy and Regeneration	We are keen to determine the implications of the scheme to the local economy. This theme will be considered as part of our Local Impact Report. HPBC has commissioned a Masterplan for the Glossop Gateway corridor from Woolley Bridge into Hadfield and Glossop town centre along the A57 with a view to maximising any potential opportunities and benefits which may arise from the scheme. However, as outlined above, this work cannot conclude without further consideration of the traffic flows.	The traffic data referred to has now been provided as per the response to RR-0240-2.	Agreed
9.10			Conversation through the development phase of the project have raised questions concerning the impact of some of the existing junctions along the A57 corridor from Brookfield through to the town centre in Glossop, ex Shaw lane junction	<p>Conversation between the Applicant and DCC are underway to highlight the areas of concern along the section of the A57 corridor, with a view to working collaboratively with DCC to look to identify if any further enhancement that could complement the existing measures that have already been introduced.</p> <p>Conversations will continue as detailed design evolves to look at the potential to link a series of traffic signals along the A57 corridor from the proposed new junction at Brookfield through to Dinting Land and Shaw lane</p>	Agreed

SoCG Ref. Number	Relevant examination document	Relevant Issue	DCC Comment	National Highways Response	Status
10. LPA Issues					
10.1 Compliance with local policy and development plans					
10.2 Achievement of sustainable development					
10.3 Matters listed under assessment of principles					
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					
10.6.1	REP4-006 WQ2 1.04	Article 10 – Street Works	Comment from D6 Hearing: The Applicant [REP4-006 page 13] said that Derbyshire County Council's permit scheme would be disapplied. It referred to ongoing discussions and that a Traffic Management Plan would be consulted on with Derbyshire County Council. A57 Link Roads second written questions Page 5 of 70 No Question to Reference Question Derbyshire County Council [REP4-010] is concerned that there is coordination and liaison to avoid any conflicts and have suggested that 3 months notice be provided of any works. Are the Applicant and Derbyshire County Council able to agree suitable provisions in the first iteration Environmental Management Plan (EMP) [REP3-010 REP5-012]	NH response from D7 Hearing: In discussion with Derbyshire County Council and Tameside Metropolitan Borough Council (meeting on 9 March 2022) National Highways has agreed that the permit schemes will no longer be disapplied in Derbyshire CC or Tameside MBC highway authority areas. The draft Development Consent Order submitted at Deadline 6 has been amended accordingly. National Highways will also give three months' notice of the main start of works to the local highway authorities.	Agreed

			<p>to set out the measures to be included in the Traffic Management Plan?</p> <p>DCC Deadline 6 response</p> <p>Yes. Derbyshire County Council has held initial discussions with the applicant to seek to agree suitable provisions in the first iteration of EMP to set out measures for consultation regarding the disapplication of the County Council's Street Works Permitting Scheme that could be set out in the Traffic Management Plan. There is a section in the EMP (Section 2.8) on Communication where this could be addressed and / or through the associated Register of Environmental Actions and Commitments.</p>		
10.6.2	<p>PD-009</p> <p>WQ2 1.06</p>	<p>Articles 14(6), 18(11), 19(8), 21(6) – Deemed consent</p>	<p>Comment from D6 Hearing:</p> <p>Please could the Applicant and the local authorities provide an update on discussions regarding the addition of a provision for any application for consent to contain a statement drawing the street authority's attention to the guillotine? If agreement is not reached then the ExA is minded to include this provision, for the reasons set out in the first written questions [PD-009 Q1.19, Q1.21, Q1.22 and Q1.24].</p>	<p>NH response from D7 Hearing:</p> <p>National Highways is agreeable to including this addition. Update with the text from ISH and D* confirming 21 days</p>	<p>Agreed</p>

			<p>DCC Deadline 6 response</p> <p>Derbyshire County Council has engaged in further discussions with the applicant regarding the attention that should be drawn to the guillotine applicable to Articles 14 (6), 18 (11), 19 (8) or 21 (6). These discussions are ongoing at the time of writing but pending the outcome of the discussions, the County Council would support the ExA's proposal that any application for consent should contain a statement drawing the Street Authority's attention</p>		
10.6.3	WQ2 3.03	Modal transference.	<p>Comment from D6 Hearing:</p> <p>There are aspirations, both at local and national level, to transfer journeys to more sustainable transport modes.</p> <p>a) Is this reflected within the model?</p> <p>b) If so, what assumptions and allowances have been made to reflect this?</p> <p>c) If not, should it be?</p> <p>DCC Deadline 6 response</p> <p><i>No response submitted</i></p>	<p>NH response from D7 Hearing:</p> <p>The traffic modelling used for the assessment of the Scheme is based on the Department of Transport's (DfT) National Trip End Model (NTEM) that forecasts change in the number of trips between origins and destinations by areas or zones. The NTEM changes in forecast trips are derived from a wide range of demographic and economic forecasts, such as forecast changes in population, economic growth, car ownership levels, etc. that determine the demand for travel, the mode of transport likely to be used for trips and the timing of those trips. This is currently the DfT's established method of forecasting future traffic demand. The latest version of NTEM does not include a specific generalised allowance for transfer of journeys to more sustainable transport modes. This is because it is a national and local Government policy aspiration that is not currently backed up by firm strategies or comprehensive and coordinated schemes. In addition, bus patronage across most of the UK is in decline and bus services are being withdrawn due to both this and funding cuts.</p>	Agreed

				However, the modelling used for the assessment of the Scheme does take account of the anticipated schemes in the 2016 Network Rail Route Specifications, which are:	
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Phase 1

- Ordsall Chord : provision of a new line in west Manchester that allows direct routing between Manchester Victoria and Manchester Piccadilly.
- Manchester Victoria : redevelopment of Manchester Victoria station to improve the environment of the station and to address the increased passenger numbers projected. This redevelopment will provide a single transport interchange facility between Metrolink, heavy rail and the wider transport network.
- Huyton and Roby capacity (Stage 1) : first stage of a two stage project looking at four-tracking options between these stations, and is being delivered as part of the North West Electrification project. Stage 2 is being delivered within Phase 2 of the Northern Hub project.

Phase 2

- Manchester Oxford Road station : remodelling to allow longer and more frequent trains
- Manchester Piccadilly station : two additional through platforms 15 and 16
- Manchester Airport : provision of a 4th platform
- Manchester Victoria : layout alterations to increase capacity and provide operational flexibility
- Core Manchester performance : capacity and performance improvements between Manchester Piccadilly East and Ordsall Lane junction
- Chat Moss capacity : headway reductions between Liverpool and Manchester (via Newton-le-Willows)

- Huyton and Roby capacity (Stage 2) : completion of four tracking between these stations (aligning with Stage 1) Rochdale capacity : provision of a turnback facility
- Chinley capacity : provision of turnback and overtaking facilities
- Dore and Grindleford capacity : doubling of the single line between Dore West and Dore Station junction and provision of freight recessing facilities
- Infrastructure enhancements to improve journey time improvements on the following routes:
 - Earlestown and Chester
 - Salford Crescent and Euxton Junction (via Bolton)
 - New Mills and Ashburys (Marple line)
 - Dore and New Mills South Junction (Hope Valley line)
 - Manchester and Bradford (Calder Valley line).

Other projects include delivery of journey time improvements between Manchester and Liverpool, Hazel Grove and Stockport and Manchester and Leeds. The Manchester Victoria to Stalybridge element of the Manchester to Leeds scheme will be delivered in CPS as part of the Northern Hub.

The Northern Hub interfaces with a number of other key projects in the North West area. In particular, the sponsor team are working closely with the electrification programme teams. It will also interface with the emerging rolling stock strategy to understand the implications of the deployment of EMUs (following the electrification programme in the north).

The assessment of the scheme therefore accounts for certain or near certain public transport schemes, as it does for certain or near certain developments and other infrastructure schemes.

10.6.4	REP4-010 WQ2 5.5	Environmental Masterplan [APP074 Figure 2.4] Outline Landscape and Ecological Environmental Management and Monitoring Plan [REP5-018]	<p>Comment from D6 Hearing: Derbyshire County Council [REP4-010 Item 4j] commented on the Environmental Masterplan [APP-074 Figure 2.4]. Please could the Applicant respond? Should the landscape proposals respond more to the character of the immediate and wider landscape and not just simply attempt to hide the road. Is it possible to do both? Derbyshire County Council [REP4-010 Item 4n] commented on a previous version of the outline Landscape and Ecological Environmental Management and Monitoring Plan [REP3-022].</p> <p>Please could the Applicant and Derbyshire County Council discuss the comments in the context of the latest update, seek to agree any further updates to the outline Landscape and Ecological Environmental Management and Monitoring Plan [REP5-018], and confirm which matters have been agreed or not agreed? Should the planting mix be revisited?</p> <p>Please could the Applicant comment on whether the Register of</p>	<p>NH response from D7 Hearing:</p> <p>In response to DCC comments on the Environmental Masterplan (REP4-010), the current landscape design responds to both the local and wider landscape character as well as providing screening from key visual receptors of the road. This has been achieved by designing landform and planting patterns which reflect the local character and landscape context with a mixture of both open and enclosed sections of highway. The planting patterns reflect those found in the locality with a mixture of vegetation including woodland blocks, hedgerows and areas of scrub with some open sections which contain scattered trees and grasslands as well as more formal sections where the highways intersect with Mottram and the existing A57. The planting also provides key habitats for wildlife and contributes to maximising biodiversity opportunities, performing many functions beyond mere screening of the proposed highway. Final species selections will also ensure that the planting responds to both the immediate landscape context and the wider setting. A figure illustrating the Environmental Masterplan is contained in Examination document 9.64 'Environmental Masterplan Overview submitted at Deadline 6 alongside this response</p> <p>At a recent meeting with DCC both parties have agreed in principle on the specific mix and this will be finalised in the LEMP</p>	Agreed

			<p>Environmental Actions and Commitments [REP5- 012 GEM1.1] should be updated to reflect that the Landscape and Ecological Environmental Management and Monitoring Plan has been submitted, and information in second iteration EMP would be based on this document?</p> <p>DCC Deadline 6 response</p> <p>Yes. Derbyshire County Council is happy to liaise with the applicant's consultants regarding the landscape proposals and to seek to agree any further updates to the outline Landscape and Ecological Environmental Management and Monitoring Plan. At the time of writing, meetings are in the process of being organised between the applicant's landscape consultant and Derbyshire County Council's Landscape Architect. These discussions will include consideration of the planting mix proposed for the scheme, in the context of the County Council's comments on the Landscape and Environmental Management Plan that the Council is not convinced that the Native Woodland Mix as proposed reflects woodland typically found in the locality of the scheme or the wider landscape and the Council would urge the applicant and their consultants to review planting and</p>		
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			management guidance set out in appropriate landscape assessments such as the 'Landscape Character of Derbyshire' publication.		
10.6.5	WQ2 8.8	Mitigation measures	<p>Comment from D6 Hearing:</p> <p>Derbyshire County Council [REP2-051 Q8.14 and REP4-010 Item 6o] has suggested carbon-reduction measures for the operational phase. The Applicant [REP3-021 page 16] responded to the initial suggestions. Please could the Applicant and Derbyshire County Council discuss the measures, seek to agree the mitigation, and confirm which matters have been agreed or not agreed?</p> <p>DCC Deadline 6 response The Applicant's response to this question is limited so it is difficult for Derbyshire County Council to comment. The Council would, however, welcome dialogue with the Applicant to explore and confirm the relevant matters and measures.</p>	Issues discussed individually below	
10.6.6	WQ2 8.8		Creating a network of cycleways and footways that would encourage active travel and reduce the reliance on vehicle use	Mitigation agreed/confirmed – YES – the full suite of measures listed above will be delivered as part of the Scheme can be secured to encourage active travel	Agreed

10.6.7	WQ2 8.8		Potential for renewable energy installations and generation	Mitigation agreed/confirmed – NO – National Highways will not provide EV charging points as part of this Scheme	Agreed
10.6.8	WQ2 8.8		Opportunities for habitat creation and protection in relation to offsetting and resilience	Mitigation agreed/confirmed – YES – maximising biodiversity to increase habitat creation can be secured. This will include a net increase of woodland	Agreed
10.6.9	WQ2 8.8		Behavioural change and cooperation between local authorities, residents and businesses to reduce carbon emissions	Mitigation agreed/confirmed – YES – the full suite of measures listed above will be delivered as part of the Scheme can be secured to encourage behavioural changes	Agreed
10.6.10	WQ2 11.3	Environment Agency's representation at Deadline 4 [REP4-019] National Highways Response to Representations made at Deadline 4 [REP5-022] River Etherow modelling	<p>Comment from D6 Hearing: As above, it is noted that the modelling of the River Etherow has not yet been agreed with the Environment Agency. The Applicant has responded to the concerns of the Environment Agency [REP5-022] stating the intention to address this matter</p> <p>Is this approach acceptable to the Environment Agency and the Lead Local Flood Authorities?</p> <p>DCC Deadline 6 response a) and c) From Derbyshire County Council's point of view, the Council is satisfied with the applicant's position that this matter can be dealt with at the detailed design stage. This view is made without prejudice to the views</p>	<p>NH response from D7 Hearing: At a recent meeting DCC have confirmed they have no further issues relating to the local flood and drainage issue in this area, and changes that arise from detailed design will be discussed and agreed</p>	Agreed

			that will be submitted by the Environment Agency on this matter.		
10.6.11	REP2-046	Highway Layout Issue Specific Hearing 3 2	<p>Derbyshire County Council, in their Local Impact Report [REDACTED] paragraph 7.35] expressed reservations regarding the design of the southbound merge exiting the Wooley Bridge junction. In previous responses it has been indicated that discussions have been taking place between the Applicant and the Council to address these concerns.</p> <p>ll) Would the Applicant and Derbyshire County Council provide an update on these discussions?</p> <p>mm) Does Derbyshire County Council have any remaining concerns regarding the design of the junction?</p> <p>The ExA may ask more questions or invite more oral submissions.</p>	<p>ll) The Applicant has held discussions with Derbyshire County Council during as it develops the detailed design, to set out the justification for the two lane approach to the Woolley Bridge Junction and the inclusion of two lanes on the existing southbound A57 which merge into a single lane. Derbyshire County Council have accepted the justification for the provision of two turning lanes and the Applicant has extended the length of the proposed two lane section on the southbound A57 and provided vehicle path tracking information for Heavy Goods Vehicles to address the safety concerns raised. The revised layout is now agreed between the Applicant and Derbyshire County Council subject to formal acceptance of the detailed design proposals.</p> <p>mm) No response required</p>	Agreed

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