

From: [Mia Crowther](#)
To: [A57 Link Roads](#)
Cc: [David Lacey](#); [Jonathan Marsh](#)
Subject: A57 Link Road - TfGM comments in relation to Applicants response letter dated 31 Oct 2022.
Date: 08 November 2022 21:02:16
Attachments: [A57 Link Roads - TfGM comments on NH response letter dated 31 Oct 2022.pdf](#)

Dear Kate,

A57 Link Roads - Request for comments from Interested Parties on the Applicant's response to the Secretary of State, dated 31 October 2022.

Please find attached a response from Transport for Greater Manchester in relation to the above matter.

Should there be any queries please do not hesitate to contact me.

Kind regards,

Mia Crowther
Senior Transport Strategy Officer

Transport for Greater Manchester
2 Piccadilly Place, Manchester, M1 3BG
Mobile [REDACTED]

Friday is generally my non-working day.

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[REDACTED]

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Tuesday 8 November 2022

For the attention of:
Kate Atkins
Transport Infrastructure Planning Unit
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

By email to: A57LinkRoads@planninginspectorate.gov.uk

A57 Link Roads - Request for comments from Interested Parties on the Applicant's response to the Secretary of State, dated 31 October 2022.

Dear Kate

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Kind Regards,



Mia Crowther

Senior Transport Strategy Officer

TfGM response to the National Highways' Response letter, dated 31 October 2022, in relation to CPRE "Point 7" issues.

7: TfGM notes that the Places for Everyone (PfE) Plan Regulation 19 submission which includes Godley Green Garden Village (GGGV) as a proposed allocation post-dates the A57 Link Road application. The PfE evidence, as set out in the Tameside Transport Locality Assessment and associated Addendum, sets out potential mitigation necessary to support the GGGV allocation.

The PfE evidence, makes it very clear that any transport mitigation identified is illustrative in nature, and that more detailed work will be needed as part of the TA to identify the best possible solutions at the time of the development coming forward.

The Assessment Phasing used in the Locality Assessment anticipated build-out over 18 years starting sometime between 2025-30, so it is not anticipated that there would be any significant development on the site at the A57 link road opening date of 2025.

Nevertheless, a planning application is currently being considered by Tameside Council and various stakeholders including TfGM and NH are working with Tameside to identify appropriate mitigation on the SRN in relation to the site planning application. This work is at an early stage and is therefore inappropriate to be considered as part of the A57 link road process.

7a: The PfE plan, which contains the GGGV allocation, is currently entering the examination phase and the plan is anticipated to be adopted in 2023, and the planning application has only recently been submitted, therefore it would seem appropriate that the site was only considered in the high-growth scenario in the A57 Link Road analysis rather than being identified as a "committed" scheme.

The PfE Locality Assessment work found that operation of M67 J4 was found to be satisfactory with Mottram Moor Link Road and JPA 31 in place, and also in a situation where JPA31 came forward without the Mottram Moor Link Road. Indicative mitigation options proposed at M60 J24 bring operation with PfE back to similar or better than reference scenario.

Mitigation options proposed at M60 J24 bring operation with PfE back to similar or better than reference scenario, as such, the CRPE statement on this point is inaccurate. This is illustrated by comparing Table 13 (Before Mitigation) on p.38 and Table 14 (After Mitigation) on p.40 in the [09.01.26 Transport Locality Assessments Addendum - Tameside](#).

It should also be noted that, the approach to assessment of potential impacts of allocations on the SRN for PfE has been developed to consider the impact of full build out of PfE in a "policy off" scenario. This scenario tests the maximum potential traffic generation, disregarding the policies and interventions set out in the Greater Manchester Transport Strategy 2040 and is therefore considered a "worst-case" scenario. This approach is summarised in the PfE Transport Topic Paper [[09.01.29](#)].

The PfE evidence makes it very clear that any transport mitigation identified is illustrative in nature, and that more detailed work will be needed as part of the TA to identify the best possible solutions at the time of the development coming forward.

7b: TfGM, as is the case with all PfE allocations, is working with Tameside Council, to ensure that the principles of the GM 2040 Strategy are applied to the fullest. This is to ensure that development

provides for, and encourages, the use of more sustainable modes of transport. Transport interventions and mitigations to support development are the responsibility of the developer.

The current holding directions relate to NH asking for more evidence, this is not a reflection on the suitability of the allocation.

7c: TfGM notes that the work to assesses the potential impacts of the PfE plan upon the operation of the strategic network is complete. This work has informed the Statement of Common Ground agreed between National Highways, Greater Manchester Combined Authority, TfGM and the Nine Local Authorities.

As mentioned in 7a above, the methodology of the analyses of the future operation of the SRN for PfE in support of a regional spatial development plan, and that undertaken in support of the A57 Link Roads, in support of a particular scheme, have each been specified in a robust manner that is appropriate for their particular purpose and objectives. As such, it would not be appropriate to apply the outcomes of the PfE SRN analyses to a consideration of the A57 link roads project.

TfGM will continue to work closely with National Highways and Tameside Council in respect of the A57 Link Roads scheme, and as development comes forward, to ensure that schemes and developments best align with, and contribute to the delivery of, the Greater Manchester 2040 Transport Strategy.