

A57 LINK ROADS DEVELOPMENT CONSENT ORDER APPLICATION

KEY POINTS



The scheme (above) would cost £180.6million and consists of:

- Dual carriageway bypass of Mottram 1.12 miles (1.8km)
- Single carriage way road 0.81 miles (1.3km) connecting A57(T) Mottram Moor to A57 Woolley Bridge
- Two new junctions, Mottram Moor A57T Junction (Mottram Moor Crossroads in diagram above) and Woolley Bridge Junction and improvements to existing M67 Junction 4
- Five new structures (Old Hall Farm Underpass, Mottram Underpass, Carrhouse Lane Underpass, River Etherow Bridge and Roe Cross Road overbridge – labelled underbridge in diagram above)
- Detrunking of trunk road between M67 Junction 4 and Back Moor; safety measures yet to be agreed with Tameside MBC.
- Safety measures and improvements to A57T from new Mottram Moor A57T Junction to the Gun Inn Junction and on A57 from Gun Inn Junction to Woolley Lane Junction, yet to be agreed with Tameside MBC.

The main temporary construction compound would be located to the east of the M67 Junction 4.

The impacts of the scheme once operational would be as follows.

More traffic

- As expected with the scheme in place in the opening year of 2025 there are substantial decreases in traffic on the bypassed routes A57T Hyde Road (85%), Mottram Moor A57T (43%) and Woolley Lane (76%). These decreases persist in 2040. But it's not all positive in Tameside as there are substantial increases in traffic on the M67 (26%), on Market St a narrow residential street in Mottram (68%), and on A560 Stockport Rd (23%).
- In Glossopdale with the scheme in place in 2025 there are substantial increases, which persist in 2040, on the A57 Brookfield (31%) and A57 Snake Pass (38%), and on minor roads - New Road Tintwistle (50%), Norfolk Street (21%) and Dinting Rd (45%). There are also small but significant increases on the A6016 Primrose Lane, A57 High St East, Shaw Lane and Cemetery Rd. All of these roads have households living adjacent to them and Dinting Road has a school crossing point.
- The benefits to most of Mottram (but not those living on Market Street) come at the expense of Glossopdale where traffic increases on the A57 and residential roads.

- Traffic flows would increase across Trans-Pennine routes. Traffic reroutes off the M62 but no details are provided.
- The traffic flow changes on various roads once the scheme is open are given below.

Location	Annual Average Daily Traffic without scheme in 2025	Changes in daily traffic with scheme in 2025	% change
M67 Godley	28,450	+7,500	+26%
A57T Hyde Road	19,200	-16,350	-85%
A57T Mottram Moor	29,200	-12,550	-43%
A628 Hollingworth	15,950	-50	-0.3%
A628T Crowden	10,700	+950	+9%
A628T near Salters Bridge	12,400	+850	+7%
A6024 Holmfirth	700	+100	+14%
Market Street Mottram	3,750	+2,550	+68%
A6018 Roe Cross Road	15,250	-1,600	-11%
A560 Stockport Road	2,350	+550	+23%
A57 Mottram Road	3,450	-300	-9%
New Road Tintwistle	800	+400	+50%
Woolley Lane	16,650	-12,700	-76%
A57 Brookfield	15,200	+4650	+31%
A626 Glossop Road	12,350	-850	-7%
A6016 Primrose Lane	8,700	+550	+6%
A57 High Street West	11,550	-300	-3%
A57 High Street East	14,550	+1,050	+7%
Norfolk Street	8,200	+1,700	+21%
Victoria Street	9,550	-100	-1%
Dinting Road	3,100	+1,400	+45%
Shaw Lane	6,900	+1,000	+15%
Cemetery Road	5,150	+600	+12%
A57 Snake Pass	3,050	+1,150	+38%

>10% increase in traffic

>10% decrease in traffic

More road accidents

- Traffic increases are accompanied by increases in traffic accidents: 102 collisions with 190 casualties. However on the A57 Snake Pass, which is already a medium-high risk road for a fatal or serious injury crash, there are 160 **extra** collisions over 60 years. Highways England admits '*This alone exceeds the total impact across the rest of the network combined*' and advises that '*measures should be pursued to minimise these negative impacts*'. Traffic also moves off the M62 '*but as motorways are safer than other road types ... the net impact of the combined rerouting is negative.*'

More climate change

- The construction phase would emit at least **38,970 tonnes of carbon dioxide (tCO₂e)** (land clearance and tree felling are excluded as these are considered insignificant). Once operational the scheme would

emit an extra **116,332 tCO₂e** across the 15 year period 2023-37; over the 60 year period of assessment the scheme would add an extra **399, 867 tCO₂e**. This appears to be despite allowing for electric vehicles in the traffic modelling. All these increases are in the wrong direction to reach Net Zero Carbon by 2038, which is Greater Manchester's goal.

Air pollution would remain above the legal limit for some

- The study area includes the Air Quality Management Areas (AQMAs) along the M60 Junction 24, M67, A57T and A628T in Hollingworth and along the A57 Dinting Vale. It also includes roads where traffic increases with the scheme would be greater than 1,000 vehicles per day (e.g. Market Street and Broadbottom Road in Mottram, Dinting Road and A57 Snake Pass). The Tintwistle AQMA and Glossop High Street West were excluded.
- In 2018 there were 158 properties where NO₂ (nitrogen dioxide) exceeded the annual mean limit. In 2025 without the scheme air pollution would reduce to bring more than half these properties to below the legal limit (40µgm³ is the upper legal limit). The remaining 76 roadside properties where NO₂ exceeds the annual mean limit would see reduced air pollution with the scheme in 2025 but for 16 of those properties on Market Street in Hollingworth it would remain above the legal limit. For one residential property that already exceeds the annual mean NO₂ limit in Dinting Vale air quality would worsen. There would be no new exceedances and for the majority (68%) of receptors modelled (621) there would be little change in air quality. Around the Mottram underpass portals there would be increases in NO₂ of up to 4µgm³ but levels remain below 20µgm³.
- As there were no exceedances of the PM₁₀ in the base year (2018), assessment of PM₁₀ was not undertaken. Assessment of PM_{2.5} was excluded as PM₁₀ levels are used as a proxy for it and there have been no exceedances in Greater Manchester.
- Although the Greater Manchester Clean Air Zone, due to be implemented in May 2022, would cover the A57T and A628T through Mottram and Hollingworth, Highways England has excluded it from the traffic and air quality modelling. The impacts of the Zone are likely to be complex, but could lead to diversions over a wide area to avoid paying the toll, creating traffic congestion and air pollution elsewhere.

More noise generally and little respite for those experiencing unhealthy noise levels

- Without the scheme road noise would change little in the area. With the scheme Highways England reports that for those living on bypassed roads - Mottram Moor A57T, Woolley Lane, Hyde Road and adjacent streets – there would be less noise (366 receptors) but road noise would worsen for 128 receptors - those living near to the new link roads (especially the Mottram underpass and Edge Lane) and near Woolley Bridge and for those enjoying the local countryside on rights of way. The benefits of reduced noise tend to diminish by 2040, whilst those experiencing increased noise increase in number. However these figures do not reveal the full impact of road noise in Longdendale.
- Day and night, with or without the scheme, in 2025 the Hattersley, Mottram, and Hollingworth settlements experience road traffic noise above the lowest observed adverse effect level (LOAEL). This is the level (for day 55dB L_{A10,18hr} for night 40 L_{night,outside}) above which adverse effects on health and quality of life can be detected.
- Day and night, with or without the scheme, in 2025 those living on Mottram Road near the M67 roundabout Junction 4, on Market Street and Broadbottom Road in Mottram, on the A628T through Hollingworth and on Hadfield Road experience noise levels of significant observed adverse effect levels (SOAEL) or greater. This is the level (for day 68dB L_{A10,18hr} for night 55dB L_{night,outside}) above which significant adverse effects on health and quality of life occur. As we are only given predicted road traffic noise levels at 71 selected locations out of the thousands assessed we do not know how many people are experiencing or would experience road traffic noise above LOAEL and SOAEL.

Green Belt fragmented

- The scheme bisects the Tameside Green Belt but the exceptional circumstances required to permit building across this essential open space have not been shown. Alternatives to road building have not been carefully considered (see below).

Landscape disrupted

- The majority 972/1441 (67%) of those responding to the consultation questionnaire thought the landscape important, especially its natural, green, undeveloped character, with beautiful, open views of countryside, the farmland, fields and meadows; the peace and tranquillity; the wildlife; the green, rolling hills; and the moors, including Hobson Moor, Mottram Moor and Woodhead. Easy access to the countryside on footpaths and bridleways is also important.
- The scheme with all its new structures and traffic would introduce uncharacteristic new features into this wonderful countryside including false cuttings, vehicular movements, signage and night time lighting. Coupled with these would be the loss of existing features including hedgerows and woodland groups, together with agricultural fields. A number of footpaths would also be permanently diverted to make way for the scheme. Although impacts in the opening year 2025 are considered significant, by the time vegetation has matured over 15 years these reduce to only slightly negative. However, both link roads create long term adverse impacts particularly for local people living near the portals of the Mottram underpass, at Tara Brook Farm and for those using the rich network of paths and bridleways around the proposed new roads. Noise, intrusion and lighting would all blight local amenity.

Wildlife impacts minimised because they are only of local value

- The majority of habitats and species are considered of local value, experience 'minor or moderate adverse' impacts only, and therefore score 'not significant' impacts after mitigation. The impacts on the five elements of regional significance - bats, barn owls, lowland dry acid grassland, lowland scrub/lowland damp grassland species, and the River Etherow were all considered 'not significant'.
- Non-breeding waders including curlew and lapwing were recorded during the breeding bird surveys but were scoped out of the assessment. It is considered they would be accommodated by providing areas of wet, rushy grassland within the proposed flood alleviation area east of the Scheme, which consists of a scraped shallow depression that will be seasonally wet.
- Deer fencing would be erected to prevent deer mortality.
- The scheme provides between 20% and 81% net gain for 5 of the habitats that see losses including woodland grassland and hedgerows. Six thousand metres of hedgerows would be planted alongside the link roads.

Alternatives not rigorously assessed

- Highways England has failed to scrutinise alternatives that would avoid all the adverse impacts the Link Roads would impose on local people. De-trunking of the A628T corridor with a Park-wide ban on through traffic of heavy lorries, substantial improvements for safe walking and cycling, and for buses throughout Glossopdale and Longdendale would reduce traffic and carbon emissions and allow people to travel without needing a car.

Other impacts

- Demolition of a number of homes and industrial units;
- Severance or land take for several agricultural smallholdings;
- Permanent significant effects to the setting of Tara Brook Farm;
- Permanent realignment of Hurstclough Brook and Tara Brook;
- Compensation for loss of some of the Etherow floodplain with a Flood Compensation Storage Area.