

# M60/M62/M66 Simister Island Interchange

TR010064

## 5.1 CONSULTATION REPORT

APFP Regulation 5(2)(c)

Planning Act 2008 Section 37(3)(c)

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

**VOLUME 5**

April 2024

Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning  
(Applications: Prescribed Forms and  
Procedure) Regulations 2009**

**M60/M62/M66 Simister Island Interchange**  
Development Consent Order 202[ ]

---

**CONSULTATION REPORT**

---

<b>Regulation Number</b>	Planning Act 2008 Section 37(3)(c)
<b>Planning Inspectorate Scheme Reference</b>	TR010064
<b>Application Document Reference</b>	TR010064/APP/5.1
<b>Author</b>	M60/M62/M66 Simister Island Interchange Project Team

<b>Version</b>	<b>Date</b>	<b>Status of Version</b>
P01	April 2024	DCO APPLICATION ISSUE

## TABLE OF CONTENTS

<b>1</b>	<b>Introduction .....</b>	<b>1</b>
1.1	Purpose of this Document .....	1
1.2	Summary of Consultation Activities .....	1
1.3	Covering Letter and Completed Section 55 Checklist .....	3
<b>2</b>	<b>Options Consultation .....</b>	<b>4</b>
2.1	Chapter Overview .....	4
2.2	Overview of the Options Consultation .....	4
2.3	Options Presented at Consultation .....	5
2.4	Options Consultation Outcome .....	8
2.5	Compliance with Regulation 8(1) of the EIA Regulations .....	11
<b>3</b>	<b>Ongoing Engagement .....</b>	<b>12</b>
<b>4</b>	<b>Statutory Consultation .....</b>	<b>25</b>
4.1	Overview of the Statutory Consultation .....	25
4.2	Preparation of Statement of Community Consultation .....	25
4.3	Section 42 Duty to Consult .....	27
4.4	Section 46 of the 2008 Act (Notifying the Inspectorate) .....	32
4.5	Section 47 (Local Community Consultation) .....	33
4.6	Section 48 (Newspaper Notices) .....	44
4.7	Additional Targeted Non-Statutory Supplementary Consultation – 31 July 2023 to 10 September 2023 .....	44
<b>5</b>	<b>Response to consultation to demonstrate how the Applicant has had regard to responses .....</b>	<b>53</b>
5.1	Overview .....	53
5.2	Analysis of responses to the statutory consultation .....	53
5.3	Question 1. What do you currently use the M60/M62/M66 Simister Island Interchange for? .....	54
5.4	Question 2: How do you normally travel on, or near, the M60/M62/M66 Simister Island Interchange? .....	55
5.5	Question 3: To what extent do you agree or disagree with the key features of our latest proposals for the Scheme? .....	55
5.6	Question 5: To what extent do you agree or disagree with the proposed environmental mitigation measures? .....	59
5.7	Question 7: To what extent do you agree or disagree that our proposals will minimise the impacts of construction? .....	61
5.8	Question 8: To what extent do you agree or disagree with the proposed locations of the temporary working and storage areas? .....	62

5.9	Demographic information questions: How are you responding to this public consultation? .....	62
5.10	Demographic information questions: Please provide us with your postcode? .....	63
5.11	Demographic information questions: Your age .....	64
5.12	Demographic information questions: Do you consider yourself to have a disability? .....	64
5.13	Consultation process questions: Did you participate in one of our events or join one of our webinars? .....	65
5.14	Consultation process questions: How did you hear about the consultation? .....	65
5.15	Responses to open-ended questions and emails and letters .....	66
5.16	Targeted Non-Statutory Supplementary Consultation – July 31 to 10 September 2023 .....	68
5.17	Summary of Scheme changes as a result of consultation .....	70
<b>6</b>	<b>Conclusion</b> .....	<b>109</b>
6.1	Compliance with advice and guidance .....	109
	<b>Acronyms &amp; Abbreviations</b> .....	<b>119</b>
	<b>Glossary</b> .....	<b>121</b>

## LIST OF FIGURES

Figure 2-1 – Options Consultation Area .....	5
Figure 2-2 – Northern Loop Option .....	6
Figure 2-3 – Inner Links Option .....	7
Figure 4-1 – Local Authority Boundary Plan .....	29
Figure 4-2 – Consultation Distribution Area .....	34
Figure 5-1 – Key design feature responses .....	56
Figure 5-2 – Public Right of Way responses .....	57
Figure 5-3 – Pond provision responses .....	59
Figure 5-4 – Environmental mitigation measure responses .....	61

## LIST OF TABLES

Table 1-1 - Summary of Consultation Activities .....	1
Table 2-1 - Summary of main themes raised during options consultation and Applicant's Response .....	8
Table 3-1 - Summary of Engagement with stakeholders (local authorities, statutory bodies and land interests etc.) .....	12
Table 4-1 - Availability of the SoCC in the vicinity of the proposals .....	27
Table 4-2 - SoCC Notice publication dates .....	27
Table 4-3 - Identification of relevant local authorities – section 43 of the 2008 Act .....	28

Table 4-4 - Events undertaken within the local community .....	35
Table 4-5 - Deposit points used during Statutory Consultation .....	37
Table 4-6 - SoCC Table .....	38
Table 4-7 - Newspaper Notices Table.....	44
Table 4-8 – 11 design changes: targeted non-statutory supplementary consultation. ....	45
Table 4-9 – 23 design changes: minor changes or those reducing the impact of the Scheme .....	48
Table 5-1 - What do you currently use the M60/M62/M66 Simister Island Interchange for? ..	54
Table 5-2 - How do you normally travel on, or near, the M60/M62/M66 Simister Island Interchange? .....	55
Table 5-3 - To what extent do you agree or disagree that our proposals will minimise the impacts of construction? .....	61
Table 5-4 - To what extent do you agree or disagree with the proposed locations of the temporary working and storage areas?.....	62
Table 5-5 - Responses to question: How are you responding to this public consultation?.....	63
Table 5-6 - Responses to question: Postcode based on Area .....	63
Table 5-7 - Responses to question: Postcode based on TOP 5 Sectors .....	63
Table 5-8 - Responses to question: Your age.....	64
Table 5-9 - Responses to question: Do you consider yourself to have a disability .....	65
Table 5-10 - Responses to question: Did you participate in one of our events or join one of our webinars? .....	65
Table 5-11 - Responses to question: How did you hear about the consultation? .....	66
Table 5-12 - Breakdown of the main themes arising from open-ended questions and Emails and Letters.....	66
Table 5-13 - Breakdown of the main themes arising from the targeted non-statutory supplementary consultation .....	68
Table 5-14 - Changes to the Scheme as a result of Consultation .....	70
Table 5-15 - Changes not made to the Scheme as a result of consultation .....	73
Table 6-1 - Compliance with DCLG Guidance on the pre-application process .....	109
Table 6-2 - Compliance with The Planning Inspectorate’s Advice Note 14: Compiling the Consultation Report .....	116

---

## LIST OF ANNEXES

- Annex A:** Options Consultation Brochure
- Annex B:** Preferred Route Announcement – January 2021
- Annex C:** Compliance with Regulation 8(1) of the EIA Regulations
- Annex D:** Draft SoCC to Bury Council 8 July 2021
- Annex E:** Draft SoCC to Bury Council 18 November 2021
- Annex F:** Draft SoCC to Bury Council 1 March 2022
- Annex G:** Draft SoCC email to Bury Council 15 December 2022
- Annex H:** Final Statement of Community Consultation
- Annex I:** Published Section 47 Notices
- Annex J:** Published Section 48 Notices
- Annex K:** Prescribed consultees as set out in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2008 (the “APFP Regulations”)
- Annex L:** Section 47 consultation material
- Annex M:** Section 42 (1)(a) and (b) and Section 42 (d) and (1)(d) letters
- Annex N:** Section 46 letter (13 February 2023)
- Annex O:** Section 47 & Section 48 cuttings of newspaper notices with locations and dates
- Annex P:** Targeted supplementary non-statutory consultation materials and letters (31 July 2023)
- Annex Q:** Tables evidencing regard had to consultation responses (in accordance with Section 49 of the 2008 Act)
- Annex R:** Non-Statutory Supplementary Targeted Consultation - Update letters (14 August 2023)

# 1 Introduction

## 1.1 Purpose of this Document

- 1.1.1 This Consultation Report (this “Report”) relates to the M60/M62/M66 Simister Island Interchange (the “Scheme”). A detailed description of the Scheme can be found in Chapter 2: The Scheme, of the Environmental Statement (ES) (TR010064/APP/6.1).
- 1.1.2 In seeking the legal powers to construct, operate and maintain the Scheme, National Highways (the “Applicant”) has made an application for a Development Consent Order (DCO) to the Secretary of State for Transport via the Planning Inspectorate (the “Inspectorate”). Section 37(3)(c) of the Planning Act 2008 (the “2008 Act”) requires the Applicant to submit this Report as part of its application for development consent.
- 1.1.3 This Report explains how the Applicant has complied with the consultation requirements set out in the 2008 Act. Guidance about this Report and the pre-application process, including statutory consultation, can be found in the Department for Communities and Local Government (now known as the Department for Levelling Up, Housing and Communities) document ‘Planning Act 2008: Guidance on the Pre-Application Process’ (updated March 2015).
- 1.1.4 This Report also provides an account of:
- Engagement undertaken outside of the advertised periods of consultation.
  - The statutory consultation exercise carried out in compliance with Sections 47 and 48 of the 2008 Act between February 2023 and March 2023.
  - Additional targeted non-statutory supplementary consultation carried out between July 2023 and September 2023.
  - A summary of the responses received during all consultation exercises (options consultation, statutory consultation and targeted non-statutory supplementary consultation).
  - How the Applicant has had regard to those responses in compliance with Section 49 of the 2008 Act.

## 1.2 Summary of Consultation Activities

- 1.2.1 A summary of the consultation activities undertaken for the Scheme is set out in Table 1-1 below.

Table 1-1 - Summary of Consultation Activities	
Date:	Consultation Activity Undertaken
<b>Options Consultation</b>	
22 June to 17 August 2020	Options Consultation Two options were presented for options consultation. The options consultation included the distribution of approximately 10,000 consultation

<b>Table 1-1 - Summary of Consultation Activities</b>	
<b>Date:</b>	<b>Consultation Activity Undertaken</b>
	<p>brochures and response forms to persons with land interests, local residents, local businesses and organisations. Prescribed consultees were also contacted and provided these documents.</p> <p>Consultation events were held online due to COVID-19:</p> <p>Telephone consultation events:</p> <ul style="list-style-type: none"> <li>• Tuesday 30 June 2020, 11am – 7pm</li> <li>• Tuesday 7 July 2020, 11am – 7pm</li> <li>• Saturday 11 July 2020, 11am – 7pm</li> <li>• Tuesday 14 July 2020, 11am – 7pm</li> <li>• Saturday 18 July 2020, 11am – 7pm</li> <li>• Tuesday 21 July 2020, 11am – 7pm</li> </ul> <p>Online 'chat' consultation events:</p> <p>Two online chat sessions were held during the consultation.</p> <p>Further details about this Options Consultation can be found in Chapter 2 of this Report.</p>
<b>Statutory Consultation</b>	
15 February to 28 March 2023	<p>Full statutory consultation undertaken under Section 42 and Section 47 and publicised under Section 48 of the 2008 Act.</p> <p>This full statutory consultation included the distribution of approximately 11,400 number consultation brochures, response forms and postcards to prescribed consultees, statutory bodies, persons with land interests, local residents, local businesses and organisations.</p> <p>Consultation events were held at:</p> <ul style="list-style-type: none"> <li>• Parrenthorn High School, Tuesday 21 February 2023, 11am – 7pm</li> <li>• Lady of Grace Hall, Saturday 11 March 2023, 10am – 4pm</li> <li>• Unsworth Cricket Club, Monday 20 March 2023, 12pm – 8pm</li> </ul> <p>Telephone consultation events:</p> <ul style="list-style-type: none"> <li>• Saturday 4 March 2023 – 11am to 4pm</li> <li>• Tuesday 7 March 2023 – 11am to 7pm</li> <li>• Thursday 23 March 2023 – 11am to 7pm</li> </ul>



<b>Table 1-1 - Summary of Consultation Activities</b>	
<b>Date:</b>	<b>Consultation Activity Undertaken</b>
	<p>Online consultation events:</p> <ul style="list-style-type: none"> <li>• Thursday 23 February 2023 – 1pm to 3pm</li> <li>• Wednesday 15 March 2023 – 5pm to 7pm</li> </ul> <p>Further details about this statutory consultation can be found in Chapter 3 of this Report.</p>
<b>Targeted Non-Statutory Supplementary Consultation</b>	
31 July to 10 September 2023	<p>Targeted non-statutory supplementary consultation.</p> <p>This targeted non-statutory supplementary consultation comprised the distribution of approximately 106 design change update letters to Section 42(1)(d) consultees, previously consulted as part of the full statutory consultation held between 15 February 2023 and 28 March 2023 to provide details of proposed changes to the land required for the Scheme.</p> <p>Further details about the non-statutory targeted consultation can be found in Chapter 4 of this Report.</p>

### **1.3 Covering Letter and Completed Section 55 Checklist**

- 1.3.1 A Covering Letter and completed Section 55 Checklist (TR010064/APP/1.1) is submitted within the DCO application documents.
- 1.3.2 The completed Section 55 Checklist provides evidence of compliance with the pre-application consultation requirements within the 2008 Act.

## **2 Options Consultation**

### **2.1 Chapter Overview**

2.1.1 This chapter describes the options consultation undertaken by the Applicant to inform the preferred route for the Scheme. It also sets out the steps undertaken in relation to compliance with Regulation 8(1) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the “EIA Regulations”).

### **2.2 Overview of the Options Consultation**

2.2.1 The options consultation was undertaken in the same spirit as the statutory consultation undertaken for the Scheme in that the Applicant sought the views of various interested parties and stakeholders, as well as gauging public opinion and having regard to these in selecting the preferred route.

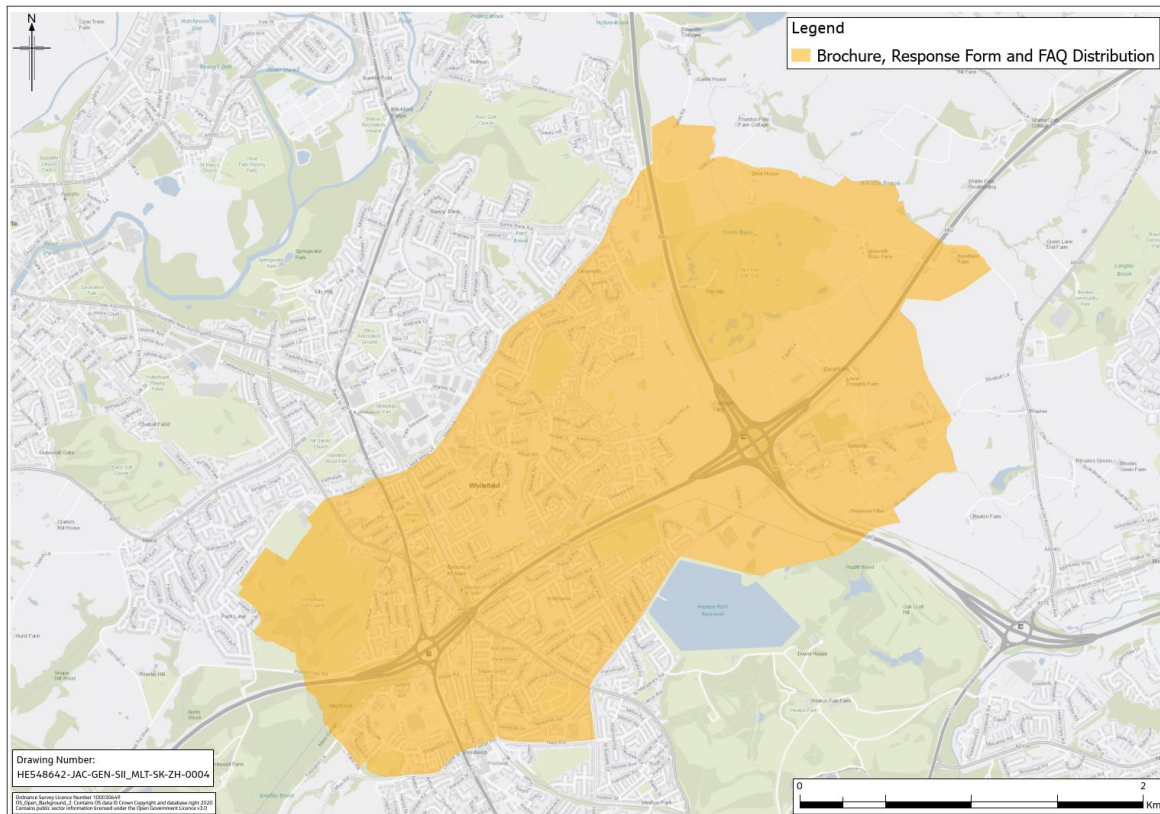
2.2.2 The options consultation period ran from 22 June to 17 August 2020 allowing a total of 57 days for responses to be received.

2.2.3 A consultation brochure and response form were distributed to:

- The local community including residents, businesses and organisations.
- Local political representatives including Bury Metropolitan Borough Council (BMBC), and local members of parliament (MPs).
- Statutory bodies, for example, Natural England and Statutory Undertakers; and
- Anyone with land interests potentially affected by the Scheme proposals.

2.2.4 A brochure, response form and FAQ document was sent to all properties within the orange consultation area, illustrated in Figure 2-1 below.

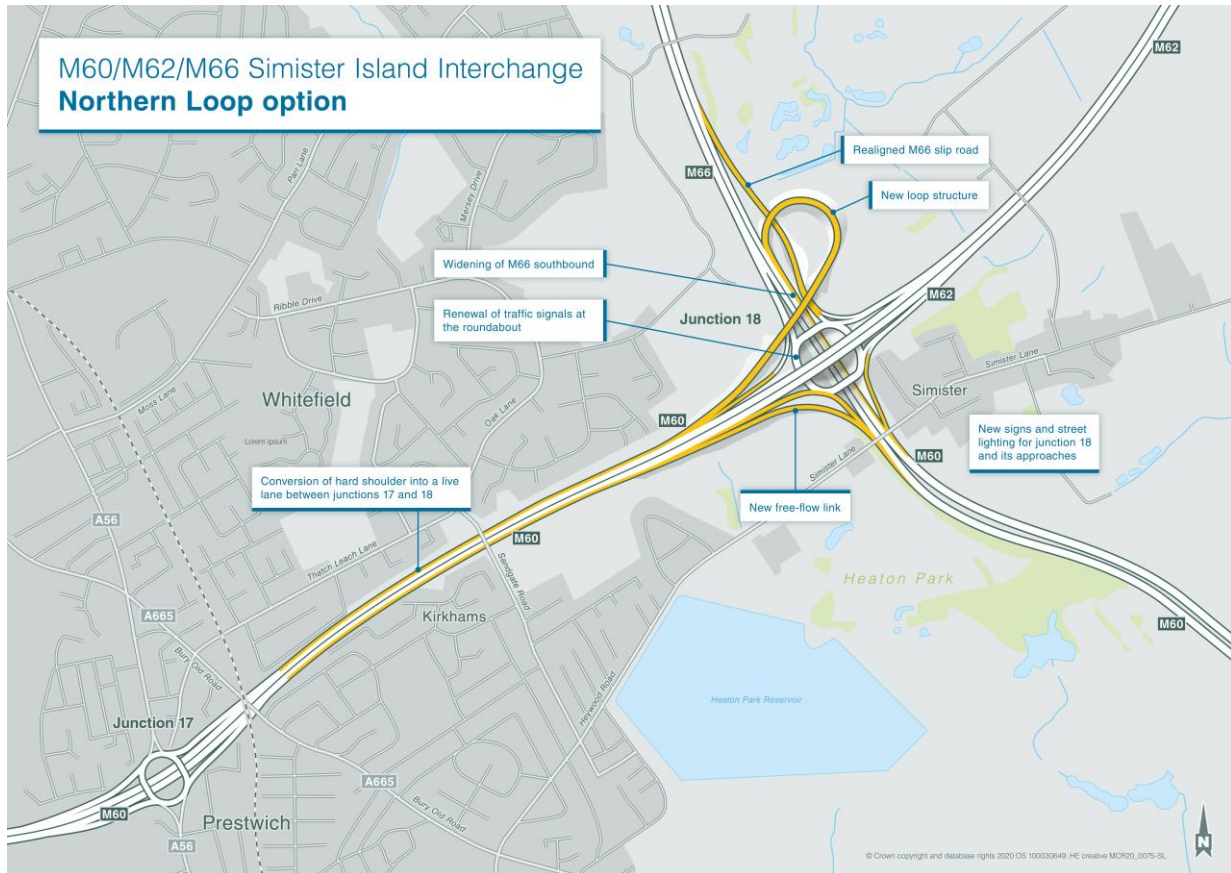
**Figure 2-1 – Options Consultation Area**



## 2.3 Options Presented at Consultation

2.3.1 As described in Chapter 3: Assessment of Alternatives of the ES (TR010064/APP/6.1), a detailed appraisal was undertaken on the options for the Scheme. As a result, two options were taken to options consultation. The consultation brochure presented the two options known as “The Northern Loop”, and “Inner Links”. Figure 2-2 and Figure 2-3, below, show these options as they were presented during the options consultation.

Figure 2-2 – Northern Loop Option



2.3.2 This option comprised:

- **New loop structure** – a new structure providing a free-flow link from M60 eastbound to M60 southbound (clockwise), including a new bridge over the M66 and junction 18 slip roads.
- **Realigned M66 slip road** – realignment of the slip road from the M66 southbound to junction 18 to accommodate the loop. This included a new bridge where the loop crosses the slip road, and realignment of the left turn lane to the M62 eastbound.
- **New free-flow link** – a new two-lane free-flow link from the M60 northbound to the M60 westbound (anti-clockwise), to replace the existing single-lane link.
- **Widening of M66 southbound** – M66 southbound to be widened to 4 lanes as it passes through junction 18.
- **Conversion of hard shoulder between junctions 17 and 18** – conversion of the hard shoulder into a permanent traffic lane between M60 junctions 17 and 18, providing 5 lanes in both directions (all lane running).
- **Renewal of signs and signals** – new signs and street lighting at junction 18 and its approaches, renewed traffic signals at junction 18 roundabout, and new gantries on the M66 southbound, and between junctions 17 and 18.



Figure 2-3 – Inner Links Option



2.3.3 This option comprised:

- **Reconfiguration of the junction 18 roundabout** – reconfiguration of the roundabout at junction 18 to separate traffic movements and allow an easier flow of traffic through the junction. Within the junction there were two new bridges over the M66.
- **New free-flow links** – a new two-lane free-flow from the M60 northbound to the M60 westbound (anti-clockwise), to replace the existing single-lane link. And a new two lane free-flow link from the M60 eastbound to the M66 northbound.
- **Widening of the M60 eastbound slip road** – M60 eastbound slip road to junction 18 to be widened to three lanes.
- **Widening of the M66 slip road** – M66 southbound slip road to junction 18 to be widened and left turn lane to the M62 eastbound realigned.
- **Hills Lane bridge replacement** – the Hills Lane bridge to be widened to allow the M60 eastbound to M66 northbound link road to join the M66 safely.
- **Conversion of hard shoulder between junction 17 and 18** – conversion of the hard shoulder into a permanent traffic lane between M60 junctions 17 and 18, providing five lanes in both directions (all lane running).

- **Renewal of signs and signals** – new signs and street lighting at junction 18 and its approaches, renewed traffic signals at junction 18 roundabout, and new gantries between junctions 17 and 18.

2.3.4 The ‘Options Consultation Brochure’ created for consultation purposes is provided in **Annex A** of this Report.

## 2.4 Options Consultation Outcome

2.4.1 In total 817 responses were received to the options consultation. 808 of the response were via the response form (254 paper responses and 554 online responses) and 9 responses were via letters and/or emails.

2.4.2 The results of the options consultation were as follows:

- The majority of respondents agreed that there is a need to improve traffic flow through the junction: 590 (72%) agreed or strongly agreed and 135 (17%) disagreed or strongly disagreed, with a further 73 (9%) neither agreeing or disagreeing and 19 (2%) leaving the question blank.
- The majority of respondents 551 (67%) either strongly agreed or agreed that the Northern Loop was their preferred option. 193 (24%) respondents either strongly agreed or agreed that the Inner Links option was their preferred option.

2.4.3 A summary of the main themes raised during the options consultation in relation to the following questions, are listed in Table 2-1 below:

- Which of the two options do you prefer and why?
- We would like to know what is important to you. Do you have any concerns about particular issues in relation to this scheme? Please list any issues and your reasons why.

2.4.4 The Applicant’s responses set out below are those provided at the time of the options consultation.

**Table 2-1 - Summary of main themes raised during options consultation and Applicant’s Response**

Theme	Issue/Concern	Applicant’s Response
<b>Question: “Which of the two options do you prefer and why? Themes provided for the Northern Loop”.</b>		
The Northern Loop is the preferred solution.	N/A	The Northern Loop option was chosen as the preferred route in January 2021 which the majority of the respondents (67%) preferring this option.
Inadequate solution/design – needs improving	Doesn’t address current issues	Our assessments and modelling show that the Northern Loop option will improve junction 18 of the M60 and facilitate smoother flows of traffic along the M60, M62 and M66 in the Scheme area.

<p>Would improve traffic flow/reduce congestion</p>	<p>N/A</p>	<p>Our assessments and modelling show that the Northern Loop option will improve junction 18 of the M60 and facilitate smoother flows of traffic along the M60, M62 and M66 in the Scheme area. The Northern Loop, as a new direct link between the M60 eastbound and M60 southbound, will improve traffic flow and reduce congestion by removing approximately 30,000 vehicles a day from the Simister Island signalised junction. Similarly, the new fifth lane on the M60 between junction 17 and junction 18 provides extra capacity, which in turn will aid congestion and improve traffic flow. The modified M60 northbound to M60 westbound link and new M60 westbound merge will also contribute to increased capacity and reduce the burden on the signalised junction, reducing the likelihood of tailbacks onto the M60 northbound carriageway.</p>
<p>Against conversion of hard shoulder</p>	<p>Multiple concerns including environmental impacts, safety, impact on vehicle breakdown</p>	<p>The conversion of the hard shoulder to a running lane is essential to enable the Scheme to provide five trafficked lanes on each carriageway of the M60 between junction 17 and 18. The Scheme will develop an ES to appraise and outline environmental impacts of doing this and will also develop an Environmental Management Plan to document how any issues arising, will be mitigated. The safety case will also continue to be evaluated throughout design development.</p> <p>Note: the conversion of the hard shoulder was subsequently removed from the Scheme design (see para 4.2.11 of this Report).</p>
<p><b>Question: “We would like to know what is important to you. Do you have any concerns about particular issues in relation to this Scheme? Please list any issues and your reasons why”.</b></p>		
<p>Addressing congestion/improving traffic flow</p>	<p>Reducing congestion, facilitate better flow of traffic especially at peak flow</p>	<p>The Northern Loop, as a new interchange link between the M60 eastbound and M60 southbound, will improve traffic flow and reduce congestion by removing approximately 30,000 vehicles a day from the Simister Island signalised junction.</p>
<p>Air pollution</p>	<p>Impact on surrounding areas, local housing and schools, increased air pollution</p>	<p>The Applicant will prepare and submit an ES (TR010064/APP/6.1) with the application for development consent,</p>

		which would identify the likely effects of our Scheme on the environment, including air quality and measures that the Applicant would provide to reduce or mitigate impacts because of the Scheme
Safety	Safety concerns with all-lane running, general road safety concerns	The Applicant will continue to evaluate the operational safety of the Scheme during the Preliminary Design stage to adapt to any changes in the predicted traffic model but also in line with any changes in design standards or legislation. Both the current design stage and subsequent design stages require production of safety focussed deliverables that will underpin the anticipated safety performance of the Scheme.
Noise pollution	Previous construction works have been noisy, Northern Loop will improve traffic flow and reduce noise.	The Applicant will prepare and submit an ES (TR010064/APP/6.1), with the application for development consent which would identify the likely effects of the Scheme on the environment, including noise, and the measures the Applicant would provide to reduce or mitigate the impacts because of the Scheme
Negative impact of construction – duration etc	Impact on journey times, undertake works during night-time and work 7 days to reduce construction duration.	The Applicant will aim to minimise disruption during construction as much as possible. Where there are impacts, these will be mitigated appropriately.  As part of the application for development consent, the Applicant will produce an Outline Traffic Management Plan (TR010064/APP/7.5) and a First Iteration Environmental Management Plan (TR010064/APP/6.5) which will detail the measures the Applicant would provide to reduce impacts during construction.
Negative impact on local residents/roads/properties	Impact on residents needs to be mitigated, concern that vehicles will be closer to properties	The Applicant will produce a First Iteration Environmental Management Plan (TR010064/APP/6.5) which will contain a Register of Environmental Actions and Commitments (REAC) to detail the measures the Applicant would provide to reduce impacts during construction. These would likely include using well-maintained equipment, constructing elements of the Scheme away from the site where possible, and using temporary noise barriers.



- 2.4.5 The options consultation outcome, together with a technical appraisal, economic assessments, and environmental assessments, were used to inform the Applicant's option selection. As a result, the Northern Loop option was selected as the preferred option. The Preferred Route Announcement (PRA) was announced in January 2021. A copy of the PRA is provided at **Annex B** of this Report.
- 2.4.6 Further details about the assessment, alternative options and the case for the Scheme which forms the DCO application, can be found in the Case for the Scheme (TR010064/APP/7.1).
- 2.5 Compliance with Regulation 8(1) of the EIA Regulations**
- 2.5.1 The Applicant gave notice of the proposed DCO application for the Scheme to the Inspectorate pursuant to Regulation 8(1) of the EIA Regulations on 2 July 2021. In that notice, the Applicant also confirmed the requirement for an ES.
- 2.5.2 The Inspectorate acknowledged receipt of the notice on 2 July 2021.
- 2.5.3 A copy of the notice and acknowledgement is provided within **Annex C** of this Report.

### 3 Ongoing Engagement

3.1.1 As part of the development of the Scheme, the Applicant has continued to engage with stakeholders outside of the options consultation and statutory consultation advertised periods. This engagement, and the areas focused on, is set out in Table 3-1 below.

**Table 3-1 - Summary of Engagement with stakeholders (local authorities, statutory bodies and land interests etc.)**

Consultee	Discussion/Topics Raised	Outcome
<b>Local Authorities</b>		
Bury Metropolitan Borough Council (BMBC)	<p>Following Preferred Route Announcement (PRA), during the early stages of preliminary design and development of the EIA, the Applicant has met with representatives from BMBC on a monthly basis. The topics discussed were:</p> <ul style="list-style-type: none"> <li>• Early knowledge sharing to inform EIA e.g. Public Rights of Way (“PRoW”) information and land interests.</li> <li>• Engagement and consultation on the Statement of Community Consultation (“SoCC”).</li> <li>• DCO process discussions and workshops.</li> <li>• Topic specific discussions e.g. public rights of way, air quality, noise, drainage and water environment and cultural heritage.</li> <li>• Draft application document review.</li> </ul>	<p>Baseline information has been used to inform the EIA.</p> <p>Confirmation of the most appropriate means of engaging the local community when developing the SoCC.</p> <p>DCO process discussions and identification of principle issues, with appropriate topic-specific discussions, have informed the development of a Statement of Common Ground, the submission date for which, is yet to be confirmed.</p> <p>At different stages of draft DCO production, various technical documents have been shared with BMBC for their review. In December 2023 the draft DCO and Explanatory Memorandum was shared with BMBC for review. BMBC confirmed no comment in January 2024. In January and February 2024, following up from detailed topic specific presentations held from August to November 2023, relevant chapters, figures and appendices of the Environmental Statement (TR010064/APP/6.1, TR010064/APP/6.2 and TR010064/APP/6.3) relating to air quality, noise and vibration, road drainage and the water environment, and cultural heritage were shared for review.</p>
BMBC Strategic Transport Group (STG)	<p>Request for Applicant to attend BMBC Strategic Transport Group meeting. This occurred on 20 April 2023.</p> <p>General update of Scheme.</p>	<p>The Applicant responded to all queries raised during the meeting.</p> <p>The Applicant will attend any subsequent BMBC STG meetings where requested to do so.</p>

	<p>Topics of discussion included:</p> <ul style="list-style-type: none"> <li>• Scheme overview and update on the design changes since Preferred Route Announcement (PRA).</li> <li>• Construction Management and how the Applicant will minimise disruption.</li> </ul> <p>Q&amp;A session with attendee's topics included:</p> <ul style="list-style-type: none"> <li>• Scheme funding</li> <li>• Assessment of Atom Valley development</li> <li>• Updates to Phillips Park Bridge</li> <li>• Upgrades to PRow</li> <li>• Pond 6 and access through the 'Trees Estate'</li> <li>• Previous removal of noise barrier fencing</li> <li>• Simister Village air quality</li> </ul>	<p>Further information on the topics raised can be found in the following DCO application documents:</p> <ul style="list-style-type: none"> <li>• Appendix A: Outline Air Quality and Dust Management Plan of the First Iteration Environmental Management Plan (TR010064/APP/6.5)</li> <li>• Outline Traffic Management Plan (TR010064/APP/7.5)</li> <li>• Chapter 2: The Scheme of the ES (TR010064/APP/6.1)</li> <li>• Streets, Rights of Way and Access Plans (TR010064/APP/2.5).</li> </ul>
<p>Rochdale Metropolitan Borough Council (RMBC)</p>	<p>General update on Scheme.</p> <p>Topics of discussion included:</p> <ul style="list-style-type: none"> <li>• Scheme overview and update on the design changes since PRA, including design and environmental mitigation.</li> <li>• Preliminary Environmental Information Report ("PEIR") available during statutory consultation.</li> </ul> <p>Potential to slow the flow of surface water drainage which might be able to resolve the flooding issues. Potential to collaborate on design.</p>	<p>The Applicant confirmed the drainage for the Scheme has been designed to match the current discharge rate. The Applicant is currently working with the Environment Agency and BMBC. The Applicant confirmed that it would continue to engage with RMBC.</p>
<p><b>Statutory Undertakers</b></p>		
<p>United Utilities (UU)</p>	<p>UU were contacted regarding 5 potable and 9 wastewater assets that have the potential to be impacted by the Scheme. UU were contacted for budget estimates in relation to the assets that were highlighted. An initial meeting with multiple UU representatives was held, to discuss the assets and enquire</p>	<p>Engagement with UU, and design changes, reduced the number of expected diversions to 7 assets. Budget estimates were provided for the relocation of UU assets that are still at risk of requiring a diversion. A budget estimate was provided for the connection to the main compound.</p> <p>Protective Provisions are included in Schedule 9 of the draft DCO</p>

	about a compound connection budget estimate.	(TR010064/APP/3.1), and discussions are ongoing.
Electricity North-West Limited (ENWL)	ENWL were contacted to discuss their 19 assets within the limits of the Scheme. An initial meeting was held with ENWL to discuss the assets and enquire about a compound connection budget estimate. Engagement continued throughout the statutory undertaker estimate process with numerous meetings to discuss the interaction between the design and the ENWL assets.	Engagement with ENWL, and design changes, reduced the number of interactions to 11 assets. Budget estimates were provided for the relocation of ENWL assets that are still at risk of requiring a diversion. A budget estimate was provided for the connection to the main compound.  Protective Provisions are included in Schedule 9 of the draft DCO (TR010064/APP/3.1), and discussions are ongoing.
Openreach	Openreach were contacted to discuss their 6 assets within the Order Limits of the Scheme. An initial meeting with an Openreach representative was held, to discuss the assets and enquire about a compound connection budget estimate.	Engagement with Openreach, and design changes, reduced the number of interactions to 4 assets. Budget estimates were provided for the relocation of Openreach assets that are still at risk of requiring a diversion. A budget estimate was provided for the connection to the main compound.  Protective Provisions are included in Schedule 9 of the draft DCO (TR010064/APP/3.1), and discussions are ongoing.
Virgin Media	Virgin Media were contacted to discuss their assets within the Order Limits of the Scheme. An initial meeting with an Openreach representative was held, to discuss the assets.	Engagement with Virgin Media reduced the number of interactions to 1 asset. A budget estimate was provided for the relocation of Virgin Media assets that is still at risk of requiring a diversion.  Protective Provisions are included in Schedule 9 of the draft DCO (TR010064/APP/3.1), and discussions are ongoing.
National Grid	National Grid were contacted to discuss their assets near the Scheme. Engagement has continued in relation to the construction equipment that would be used near to the overheads that interact with new infrastructure.	National Grid have supplied details of the exclusion zones that must be applied to for works around both the overhead cables and the pylons. National Grid confirmed the works are acceptable in principle, but they have requested cross sections and models detailing the operations and working room. Ongoing engagement with National Grid to confirm the cross-section details.  Protective Provisions are included in Schedule 9 of the draft DCO (TR010064/APP/3.1), and discussions are ongoing.
Cadent Gas	Cadent Gas were contacted to discuss their 4 assets within the	Engagement with Cadent Gas, and design changes, has reduced the number of

	limits of the Scheme. An initial meeting with a Cadent Gas representative was held, to discuss the assets.	interactions to 4 assets. Budget estimates were provided for the relocation of Cadent Gas assets that are still at risk of requiring a diversion.  Protective Provisions are included in Schedule 9 of the draft DCO (TR010064/APP/3.1), and discussions are ongoing.
Telent (National Roads Telecommunications Service) (NRTS)	Telent were contacted to discuss their assets within the limits of the Scheme. An initial meeting with Telent was held to discuss the extents of the Scheme and the affected assets. A temporary and permanent solution to the assets that will be disrupted was discussed.	A temporary and permanent solution to the disturbed assets is being developed. Further meetings will be scheduled in early 2024.  Telent (NRTS) assets are currently within the hard shoulder. or verge of the M60, M62 and M66. The installation of highways infrastructure will interact with the existing Telent (NRTS) assets. The Scheme will temporarily divert the existing with an interrupter cable during construction and install new permanent ducting routes prior to the completion of the Scheme.
Vodafone	Vodafone were contacted in relation to an asset they have within the limits of the Scheme. The asset is a telecommunications mast located within the land to the northeast of Simister Island Interchange. The land surrounding the mast is identified as land to be permanently acquired, however, the mast itself has been excluded from the permanent acquisition. Vodafone have an existing right of access to the asset. This right of access will be retained when the ownership is transferred to the Applicant.	Engagement with Vodafone has continued in relation to access to the mast. Vodafone have confirmed that the Scheme will have no impact upon the operation of the telecommunications mast. The Applicant has confirmed that Vodafone's access to the mast will be retained throughout the construction period. The Applicant has confirmed that Vodafone's existing right of access to the mast will be transferred when ownership of the land is transferred to the Applicant.
<b>Statutory Bodies</b>		
Environment Agency	Environment Agency were contacted early in the development of the preliminary design, resulting in a call and an exchange of emails and to discuss the Scheme's drainage strategy, in particular the discharge locations for the proposed northern loop.  Following statutory consultation, the Environment Agency were contacted to discuss their response to the consultation, and	The Environment Agency's response to early discussions in relation to the discharge location for the northern loop was to advise that if any new connections are required to a 'main river', a flood risk activity permit may be required to construct the outfall, and that anything other than uncontaminated surface water would require a discharge consent/permit.  Post statutory consultation Engagement with Environment Agency's Cost Recovery Advice Service agreement is ongoing, which is inclusive of the development of a

	<p>to discuss design development since then. Following initial meetings, the Applicant applied for the Environment Agency Cost Recovery Advice Service to develop understanding of Environment Agency's position on a number of key topic areas including, for example, Water Quality, Ground Water and Flood Risk.</p>	<p>Statement of Common Ground between the Applicant and Environment Agency. Discussion is focused on the topic areas raised by the Environment Agency in their statutory consultation response including water quality and ecological issues, presence of aquifers and sand bands, impact of the Scheme on minor watercourses, environmental management controls in relation to dewatering, land contamination and waste.</p> <p>The Applicant has shared parts of the Environmental Statement Chapters, Figures and Appendices for the Environment Agency review and feedback.</p> <p>Feedback provided in relation to Chapter 13, Road Drainage and the Water Environment (TR010064/APP/6.1) including all figures (TR010064/APP/6.2) and all appendices (TR010064/APP/6.3) has been incorporated, where appropriate, into the relevant documents.</p> <p>Chapter 9, Geology and Soils of the ES (TR010064/APP/6.1) and Appendix 9.3 Ground Investigation Report of the ES Appendices (TR010064/APP/6.3), Appendix 8.12 Biodiversity Net Gain Report of the ES Appendices (TR010064/APP/6.3) and the First Iteration Environmental Management Plan (TR010064/APP/6.5) have been shared with the Environment Agency for review and feedback.</p> <p>The Applicant will continue to engage with the Environment Agency on the matters raised in their statutory consultation response, in addition to those identified by the Applicant. Agreed positions on these matters will be set out in detail in a Statement of Common Ground with the Environment Agency to be submitted during the course of the examination.</p>
<p>Natural England</p>	<p>Natural England were contacted prior to Statutory Consultation for initial discussions relating to the Discretionary Advice Service (DAS) to facilitate engagement.</p> <p>Natural England were contacted to discuss their response to the statutory consultation, and to discuss design development since statutory consultation. Following initial meetings, the Applicant applied for the Discretionary</p>	<p>Engagement with Natural England under the DAS agreement is ongoing and includes development of a Statement of Common Ground between the Applicant and Natural England.</p> <p>As part of this engagement, significant discussions have been held to establish the extent of the impact of the Scheme on peat deposits. This included several meetings and critical review of soils data, including the methodology, results and the assessment of significance of any effects,</p>



	<p>Advice Service to develop understanding of Natural England's position on key topic areas including, for example, Habitat Regulations Assessment and the potential for peat to be affected by the Scheme.</p> <p>Natural England and the Applicant have also discussed protected species licences for Great Crested Newts and Badgers.</p>	<p>and the mitigation proposed. The outcome of these discussions is an understanding that there is an agreed position on the Scheme's impact on soils.</p> <p>Engagement through the DAS on Habitats Regulations Assessment (HRA) and the position provided by Natural England, has also informed the conclusions reached in Appendix 8.13: Habitats Regulations Assessment Report of the ES Appendices (TR010064/APP/6.3). The report has been shared with Natural England for their review and feedback and Natural England have confirmed that they agree with the conclusions of the HRA and have no further comments.</p> <p>Further engagement with Natural England through the DAS included Natural England's review of Appendix 8.12: Biodiversity net gain report of the ES Appendices (TR010064/APP/6.3). The feedback provided has confirmed the Metric used, and accepted the methodology used and justifications given in the current legislative context. The outcome of these discussions is an understanding that there is an accepted position in relation to biodiversity net gain.</p> <p>Additional matters dealt with through the DAS, include guidance provided by Natural England to confirm understandings in relation to Local Nature Recovery Strategies and Green Infrastructure.</p> <p>Extensive engagement, separate to that of the DAS, between Natural England and the Applicant in relation to a Great Crested Newts District Level License. Working with Natural England the Applicant has secured a countersigned Great Crested Newt District Level Licence Impact Assessment and Conservation Payment Certificate (IACPC). The IACPC is provided within Appendix 8.15 Great Crested Newt District Level Licence Impact Assessment and Conservation Payment Certificate of the Environmental Appendices (TR010064/APP/6.3).</p> <p>A development licence will be required to interfere with (to close/remove) badger setts. A draft badger licence has been prepared based on the current baseline data for consultation with Natural England to support a Letter of No Impediment (LONI) from Natural England with respect to</p>
--	--	---

		<p>badgers. This is provided in Appendix 8.14: Draft Badger Licence Application (Confidential) of the ES Appendices (TR010064/APP/6.3). The Applicant continues to work with Natural England and will submit the LONI to the Inspectorate at the earliest opportunity and provide updates as appropriate through the Examination. Continued engagement on the matters raised by Natural England in their statutory consultation response, in addition to those identified by the Applicant is ongoing. Agreed positions on these matters will be set out in detail in a Statement of Common Ground with Natural England to be submitted during the course of the examination.</p>
<p>Historic England</p>	<p>Historic England were contacted to discuss their response to the Statutory Consultation, design development since Statutory Consultation and to present the draft Cultural Heritage ES chapter, figures and appendices for comment. A meeting was arranged and a PowerPoint of the developing Chapter 5: Cultural Heritage of the ES (TR010064/APP/6.1) prepared.</p>	<p>Chapter 6, Cultural Heritage of the ES (TR010064/APP/6.1) has been presented to Historic England in a meeting, focusing on the scope and methodology of the assessment, the results and the assessment of the significance of effects. Feedback within the meeting from Historic England was focused on the limited scope of their involvement given the level of significance of the historic assets identified to be affected by the Scheme, and qualification of the importance of engagement with Greater Manchester Archaeology Advisory Service in relation to the scope of archaeological field work investigation.</p> <p>Engagement with Historic England is ongoing with a Statement of Common Ground between the Applicant and Historic England under development and will be submitted during the course of the examination.</p>
<p><b>Land Interest</b></p>		
<p>Local Businesses</p>	<p>The Applicant has engaged with Whitefield Golf Club in relation to the drainage design development for Catchment 6 at the western extent of the Scheme. This engagement included the design development of drainage attenuation ponds within the land owned by Whitefield Golf Club. Engagement included:</p> <ul style="list-style-type: none"> <li>• Land access for site investigation and surveys to inform the developing</li> </ul>	<p>Survey access to Whitefield Golf Club was granted. Survey findings have informed the preliminary design and the Environmental Impact Assessment (EIA).</p> <p>Preliminary design changes to address concerns e.g. moving Pond 6 (now removed from the Scheme) further away from the adjacent golf course. The changes were positively received by Whitefield Golf Club.</p> <p>Survey access to Pike Fold Golf Club granted. Survey findings have informed the preliminary design and EIA.</p>



	<p>drainage and environmental design.</p> <ul style="list-style-type: none"> <li>• Preliminary design, anticipated impacts and proposed mitigation. Discussions to tailor the design to mitigate any impacts on the playable golf course.</li> <li>• Land acquisition and access proposals.</li> <li>• Communication of design development following Statutory Consultation which removed all works from the land interest and removed Whitefield Golf Club from the Scheme's provisional limits.</li> </ul> <p>Engagement has been undertaken with Pike Fold Golf Club regarding the interface with the Scheme north of Simister Island Interchange. Engagement has comprised the following:</p> <ul style="list-style-type: none"> <li>• Land access for site investigation and surveys to inform the developing preliminary design. Respective compensation for site surveys undertaken within the land.</li> <li>• Preliminary design development, anticipated impacts and proposed mitigation. This includes development of various options to mitigate the impacts on the golf course, and review with the trustees and members.</li> <li>• Land acquisition and access proposals.</li> </ul> <p>Engagement with a football club and public house to discuss new access rights for the purposes of maintenance:</p> <ul style="list-style-type: none"> <li>• An off-network access is proposed through Prestwich Heys Football Club to install and maintain a new maintenance layby, this</li> </ul>	<p>Ongoing discussions to refine the preliminary design to minimise the impact of the Scheme on the operation of the golf course. Acceptance of the proposals have been received from Pike Fold Golf Club.</p> <p>Ongoing discussions with the football club and the pub to:</p> <ul style="list-style-type: none"> <li>• Agree access arrangements into Prestwich Heys AFC and conditions of use for future maintenance.</li> <li>• Address concerns around impact upon The Frigate during construction, explain future maintenance requirements, outline the design process and compliance, and address concerns around flexibility for future planning options for the landowner. Ongoing discussions required to agree the best fit solution and agree access arrangements.</li> </ul>
--	--	--

	<p>comprises temporary possession of land and permanent acquisition of rights for a route through the existing club carpark. This was agreed with Bury Metropolitan Borough Council (owner of the land) as well as discussed and agreed with the Chair of Prestwich Heys AFC.</p> <ul style="list-style-type: none"> <li>An off-network access is proposed through The Frigate land to allow access to proposed motorway technology infrastructure, this comprises permanent acquisition of rights for a route through the existing pub carpark. Engagement has been held with the landowner and representing agent as to the proposals and respective impact upon The Frigate.</li> </ul>	
<p>Agricultural landowners</p>	<p>Pre-application engagement including a combination of in person site/office meetings and online virtual meetings.</p> <p>Meetings in respect of land access for site investigation and surveys.</p> <p>Concerns raised included:</p> <ul style="list-style-type: none"> <li>Extent of land acquisition, particularly environmental mitigation areas.</li> <li>Principles and approach to land acquisition and valuation.</li> </ul>	<p>Survey access granted. Survey findings have informed the preliminary design and EIA.</p> <p>Land assembly amended in a number of areas, reducing overall areas of permanent acquisition.</p> <p>Ongoing discussions in respect of land acquisition. Further details on the latest position can be found in Annex B of the Statement of Reasons (TR010064/APP/4.1).</p>
<p>Residential Property Owners and occupiers</p>	<p>Pre-application engagement including a combination of in-person site/office meetings and online virtual meetings.</p> <p>Concerns raised included:</p> <ul style="list-style-type: none"> <li>Temporary possession of land (gardens).</li> <li>Visual impacts following removal of vegetation.</li> </ul>	<p>Land assembly amended in a number of areas, reducing overall areas of temporary possession.</p> <p>Preliminary design updated to reduce works adjacent to residential properties which in turn has reduced site clearance and the removal of existing screening.</p>

	<ul style="list-style-type: none"> <li>• Effects on occupiers where properties are owned for rental income.</li> </ul>	
Public Transport Operator	<p>Early pre-application engagement with adjacent public transport operator to confirm no anticipated impacts as a result of adjacent works.</p> <p>Response to statutory consultation received – two issues raised:</p> <ul style="list-style-type: none"> <li>• Impact on operations.</li> <li>• Land acquisition.</li> </ul>	<p>Confirmation of no impacts to operations as a result of the Scheme.</p> <p>Land assembly amended to remove small areas of freehold interests.</p>
<b>Organisations and community</b>		
Emergency Services Forum (Greater Manchester Fire and Rescue Service, Greater Manchester Police, North West Ambulance Service)	<p>General update of Scheme.</p> <p>Topics of discussion included:</p> <ul style="list-style-type: none"> <li>• Scheme overview and update on the design, main features, objectives of the Scheme.</li> <li>• Next steps and DCO submission timelines.</li> <li>• Discussion around access to and from the south bound M60 merge and east bound M60 diverge (links to the circulatory for the public are to be removed).</li> <li>• Current proposal – gated access, with links maintained for authorised access only, providing ability to turn around at junction 18.</li> <li>• No police observation platforms included, as none currently provided.</li> <li>• Temporary traffic management and road closures – access to be maintained for Emergency services.</li> </ul>	<p>Discussed use of gated access with potential for key or code operation. Concern over delay in response times and misuse by members of the public.</p> <p>Forum agreed access should be for authorised vehicles only with no gate.</p> <p>The Applicant has updated the design and removed the gated access.</p> <p>Closures are likely to be overnight and advanced notification will be given in accordance with the Outline Traffic Management Plan (TR010064/APP/7.5).</p> <p>Access will be maintained where possible, where full closures of the carriage are required, access will be maintained on the local road networks.</p>
Simister Village Community Association	<p>Simister Village Community Association webinar held 23 March 2023.</p> <p>Request for Applicant to attend a Simister Village Community Association meeting. This occurred on 19 April 2023.</p>	<p>The Applicant responded to queries raised during the webinar and in person meeting. Where this was not possible, an action was taken to address the query within the minutes. The minutes for the in-person meeting was issued to Simister Village Residents Association on 9 June 2023.</p>

	<p>General update of Scheme provided.</p> <p>Topics of discussion included:</p> <ul style="list-style-type: none"> <li>• Scheme overview and update on the design, main features, objectives of the Scheme. Including design changes since the Applicant last met the association during the Options Consultation.</li> <li>• Next steps and DCO submission timelines.</li> <li>• Overview of environmental work completed and proposed.</li> <li>• Discussed provisional results which showed an improvement in air quality and an imperceptible change in noise for Simister Village.</li> <li>• Consultation and feedback received.</li> </ul> <p>Q&amp;A Session held with the association. Topics included:</p> <ul style="list-style-type: none"> <li>• Access to Simister Village and surrounding roads, lanes and PRoW.</li> <li>• Environmental queries on noise, air, habitat, light pollution and mitigation measures.</li> <li>• Disruption caused during construction.</li> <li>• Engagement and access to officers during Scheme construction.</li> <li>• Design queries.</li> <li>• DCO application and consultation response queries.</li> </ul>	<p>The Applicant discussed the result of the PEIR, in relation to the environmental concerns around noise, air pollution and wildlife etc including the proposed mitigation measures. Access to PRoW during construction and after Scheme completion was also discussed and how the Applicant would mitigate construction disruption.</p> <p>Further information on the topics raised can be found in the following DCO application documents:</p> <ul style="list-style-type: none"> <li>• Chapter 2, The Scheme of the ES (TR010064/APP/6.1)</li> <li>• Chapter 8, Biodiversity of the ES (TR010064/APP/6.1)</li> <li>• Chapter 11, Noise and vibration of the ES (TR010064/APP/6.1)</li> <li>• Chapter 12, Population and Human Health of the ES (TR010064/APP/6.1)</li> <li>• Outline Traffic Management Plan (TR010064/APP/7.5)</li> <li>• Appendix A: Outline Air Quality and Dust Management Plan of the First Iteration Environmental Management Plan (TR010064/APP/6.5)</li> <li>• Streets, Rights of Way and Access Plans (TR010064/APP/2.5)</li> </ul>
<p>St Margarets Church of England Primary School</p>	<p>Request for the Applicant to meet the school and discuss Scheme design. This occurred on 12 April 2023.</p> <p>Topics of discussion included:</p> <ul style="list-style-type: none"> <li>• Scheme overview.</li> <li>• Land acquisition.</li> </ul>	<p>Confirmation that no school land is required for the Scheme.</p> <p>No access/egress is required through the school. Cars and vans may use Simister Lane.</p> <p>Clarified Pond 4 would be constructed first and fenced off. Boundary of Scheme area</p>

	<ul style="list-style-type: none"> <li>• Location of Pond 4.</li> <li>• Access and egress to constructions site.</li> <li>• Next steps.</li> <li>• Construction management.</li> </ul>	<p>would also be fenced off during construction.</p>
<p>CPRE, Friends of Carrington Moss, Save Greater Manchester Greenbelt</p>	<p>Topics of discussion included:</p> <ul style="list-style-type: none"> <li>• Scheme status, design development and cost.</li> <li>• Environmental queries, including air quality, light, water, PRow, green belt and soil testing.</li> <li>• Traffic modelling process, data and scope (does it include assessment of 'Places for Everyone').</li> <li>• Carbon management, including role of peat.</li> <li>• Potential to consider more sustainable design options.</li> <li>• Scheme consultation and how to find out more.</li> </ul>	<p>The Applicant responded to queries raised within the meeting, where possible. CPRE confirmed they would contact the Scheme inbox to request answers to the outstanding queries. The Applicant received a number of emails from CPRE on the outstanding queries. These queries included a request for further information on traffic data, alternative design options for the Scheme, environmental queries including climate and carbon, green belt, air and noise quality, peat and landscape and visual. The Applicant responded to all further queries. The Meeting minutes were issued on 8 June 2023.</p> <p>Further information on the topics raised can be found in the following DCO application documents:</p> <ul style="list-style-type: none"> <li>• Chapter 2, The Scheme of the ES (TR010064/APP/6.1)</li> <li>• Appendix A: Outline Air Quality and Dust Management Plan of the First Iteration Environmental Management Plan (TR010064/APP/6.5)</li> <li>• Chapter 11, Noise and Vibration of the ES (TR010064/APP/6.1)</li> <li>• Appendix 13.7 Drainage Strategy Report of the ES Appendices (TR010064/APP/6.3)</li> <li>• Chapter 14, Climate of the ES (TR010064/APP/6.1)</li> <li>• Appendix O: Outline Carbon Management Plan (CMP) of the First Iteration Environmental Management Plan (TR010064/APP/6.5).</li> <li>• Chapter 9, Geology and Soils of the ES (TR010064/APP/6.1)</li> <li>• Streets, Rights of Way and Access Plans (TR010064/APP/2.5)</li> <li>• Transport Assessment (TR010064/APP/7.4)</li> </ul>

		<ul style="list-style-type: none"> <li>• The Case for the Scheme (TR010064/APP/7.1)</li> <li>• Chapter 10, Material Assets and Waste of the ES (TR010064/APP/6.1)</li> </ul>
Rochdale Development Agency (RDA)	<p>General update of Scheme provided.</p> <p>Topics of discussion included:</p> <ul style="list-style-type: none"> <li>• The Scheme land use and how this relates to the Places for Everyone development and land allocation.</li> <li>• Active travel and options for Public Rights of Way.</li> <li>• Potential to collaborate, sharing information and survey data</li> </ul>	<p>Clarified the extent of the Scheme land and proposed land use.</p> <p>Shared information including ecological and noise survey data.</p> <p><b>Annex Q</b> of this Report sets out how the Applicant had regard to the response received from RDA.</p> <p>The Applicant will continue to engage with RDA.</p>
Transport for Greater Manchester (TfGM)	<p>General update on Scheme.</p> <p>Topics of discussion included:</p> <ul style="list-style-type: none"> <li>• Scheme overview and update on the design changes since PRA, including design and environmental mitigation.</li> <li>• PEIR available during statutory consultation.</li> <li>• If TfGM will be submitting a response to the statutory consultation.</li> <li>• Potential changes or upgrades to existing traffic signals at Simister Island.</li> </ul>	<p>Clarified the PEIR will be available to view during Statutory Consultation.</p> <p>TfGM confirmed they will submit one combined response which has been co-ordinated amongst the departments.</p> <p><b>Annex Q</b> of this Report sets out how the Applicant had regard to the response received from TfGM.</p> <p>The Applicant explained that some of the traffic movements will be removed, and traffic signal timings updated. Further details can be found in Chapter 2, The Scheme of the ES (TR010064/APP/6.1).</p> <p>The Applicant will continue to engage with TfGM.</p>



## 4 Statutory Consultation

### 4.1 Overview of the Statutory Consultation

- 4.1.1 This chapter sets out how the Applicant has complied with the requirements set out in Sections 42, 46, 47 and 48 of the 2008 Act. It also sets out how the Applicant has prepared the Statement of Community Consultation (“SoCC”) and carried out the Section 42 consultation, Section 47 consultation, Section 48 consultation and additional targeted non-statutory supplementary consultation.
- 4.1.2 Following the PRA in January 2021, the Applicant undertook one advertised period of statutory consultation and one targeted non-statutory supplementary consultation to seek views and allow an opportunity for prescribed consultees, persons with land interests, and the wider local community to comment on the proposals for the Scheme.
- 4.1.3 The statutory consultation took place between 15 February and 28 March 2023 allowing a total of 42 days for responses to be received. The Applicant had regard to responses received following the closure of the statutory consultation up to 23 April 2023 to allow for postal delays.

### 4.2 Preparation of Statement of Community Consultation

- 4.2.1 Prior to commencing statutory consultation, Section 47(1) of the 2008 Act requires that a SoCC be prepared. The purpose of the SoCC is to set out how the Applicant intends to consult with people living in the vicinity of the Scheme.
- 4.2.2 To support the preparation of the SoCC, the Applicant consulted, under Section 47(2) of the 2008 Act with relevant local authorities identified under Section 43(1) of the 2008 Act, about the proposed content of the SoCC. The local authority identified under Section 43(1) of the 2008 Act is BMBC as the administrative area under which the Scheme sits.
- 4.2.3 The draft SoCC was emailed to BMBC on 8 July 2021 requesting comments be returned by 5 August 2021 allowing 28 days to respond. BMBC confirmed that they had no further comments on 6 August 2021. A copy of the draft SoCC and email sent to BMBC is provided in **Annex D** of this Report.
- 4.2.4 At a meeting on 9 September 2021, the Applicant shared with BMBC that statutory consultation would be pushed back into early 2022 due to further design development relating to environmental mitigation. The new dates of the consultation were confirmed at the meeting on 14 October 2021 as 10 January to the 20 February 2022. The Applicant confirmed that the only change to the draft SoCC would be the consultation dates, dates of events, and some minor changes to the consultation area based on updates to the Scheme. The Applicant re-shared the SoCC with the Council to ensure they were content with the changes. The updated SoCC was sent by email to BMBC on 18 November 2021, who confirmed on 13 December 2021 that they had no further comments on the changes.
- 4.2.5 A copy of the draft SoCC and email requesting comments is provided in **Annex E** of this Report.

- 4.2.6 On 7 January 2022, the Applicant contacted BMBC to inform them of a delay to statutory consultation whilst the proposal to convert the hard shoulder to a running lane on the Scheme was reviewed.
- 4.2.7 On 10 February 2022, the Applicant met with BMBC to inform them that statutory consultation would commence on 21 March 2022, with the draft SoCC updated to reflect the changed consultation dates and dates of events. On the 24 February 2022, the Applicant also proposed to change one of the planned telephone events to an additional public consultation event. A copy of the updated SoCC was sent to BMBC on 1 March 2022, on the 10 March 2022, the Applicant recalled this document due to the Scheme pause while the design was reviewed further.
- 4.2.8 A copy of this draft SoCC can be found in **Annex F** of this Report.
- 4.2.9 When it was announced that the Scheme would be paused in March 2022, the Applicant contacted BMBC to make them aware of the pause and let them know that the Applicant would be in touch to confirm the new consultation date when the Applicant was able to do so. Monthly meetings with BMBC were also put on hold until a review of the Scheme design was completed.
- 4.2.10 The meetings with BMBC were reinstated on 14 December 2022. At that meeting, the Applicant gave an overview of the updates to the design, the new dates for the statutory consultation (15 February – 28 March 2023) and the changes that had been made to the draft SoCC.
- 4.2.11 The main changes were:
- Inclusion of a hard shoulder in the Scheme design.
  - Extension of the Scheme boundary due to changes in land requirements for environmental mitigation and thus extension of the consultation area.
  - Reduced number of telephone consultation events due to the relaxation of COVID – 19 restrictions.
  - Amended venues for the public information events.
  - Amended consultation dates.
- 4.2.12 The draft SoCC was sent via email to BMBC on 15 December 2022 with a response requested by 12 January 2023 allowing a total of 28 days to respond. On 11 January 2023, BMBC confirmed they had no comments to make on the draft SoCC.
- 4.2.13 A copy of the draft SoCC and email requesting comments can be found in **Annex G** of this Report. No comments were made by BMBC on all versions of the SoCC issued by the Applicant.
- 4.2.14 A copy of the published SoCC is provided in **Annex H** of this Report.
- 4.2.15 Table 4-1 below sets out where the SoCC was available for viewing at deposit points in the vicinity of the proposals.



Table 4-1 - Availability of the SoCC in the vicinity of the proposals	
Dates available:	Location:
Tuesday, Wednesday, Friday: 10am until 4:30pm Thursday: 12:30pm until 7pm Saturday: 9:30am until 1pm	Bury Library Manchester Road, Bury, BL9 0DG
Tuesday, Wednesday, Friday: 10am until 4:30pm Thursday: 12:30pm until 7pm Sunday: 9:30am until 1pm	Prestwich Library Longfield Centre, Prestwich, Manchester, M25 1AY
Tuesday, Wednesday, Friday: 10am until 4:30pm Thursday: 12:30pm until 7pm Saturday: 9:30am until 1pm	Radcliffe Library Stand Lane, Radcliffe, Manchester, M26 1WR

4.2.16 The SoCC was also published on the Scheme webpage on 15 February 2023.

4.2.17 Table 4-2 below sets out the newspapers and dates for publication of the section 47 notice. The Section 47 notice was published on the same dates and in the same local publications as the Section 48 notice. Copies of the published Section 47 notice can be found at **Annex I** of this Report and copies of the published Section 48 notices can be found within **Annex J** of this Report. A copy of the published SoCC can be found at **Annex H** of this Report.

Table 4-2 - SoCC Notice publication dates		
Newspapers:	Week 1	Week 2 (local only)
The Times	15/02/2023	N/A
The London Gazette	15/02/2023	N/A
The Bury Times	02/02/2023	09/02/2023
Jewish Telegraph	03/02/2023	10/02/2023

### 4.3 Section 42 Duty to Consult

4.3.1 **Annex K** of this Report provides details of the prescribed consultees as set out in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2008 (the “APFP Regulations”) and the justification for their inclusion or otherwise against the “circumstances” test for the Scheme. Where appropriate, **Annex K** of this Report also sets out where the Applicant has consulted with prescribed consultees on a precautionary basis.

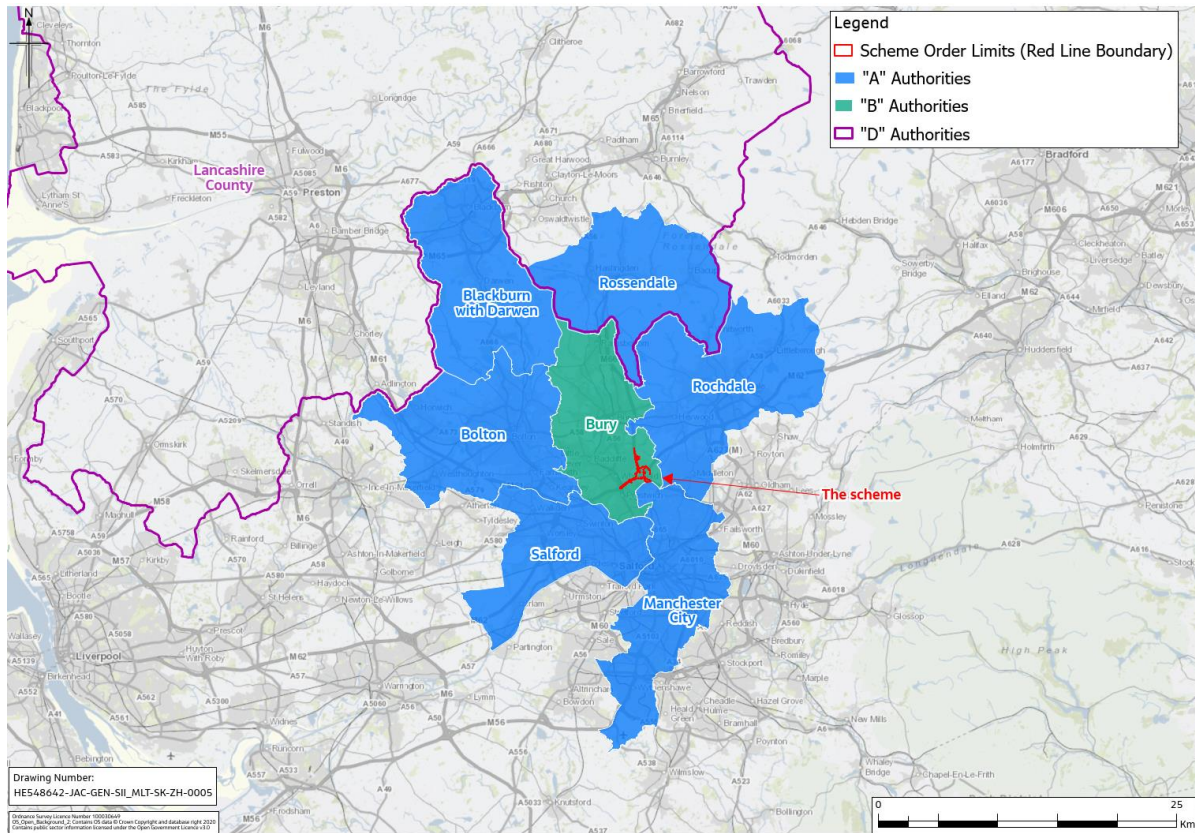
4.3.2 Table 4-3 below identifies how the Applicant has applied Section 43 of the 2008 Act and whether the local authorities relevant to the Scheme fall within categories

of an 'A', 'B', 'C', or 'D' local authority. The relevant local authority boundary is shown in Figure 4-1 below.

<b>Table 4-3 - Identification of relevant local authorities – section 43 of the 2008 Act</b>		
<b>Name:</b>	<b>A, B, C or D Authority:</b>	<b>Criteria for identification:</b>
BMBC	B	The land to which the proposed application relates is in BMBC (host authority) area, and this council is a unitary council in Section 43(2)(aa) of the 2008 Act.
Bolton Council	A	Identified as sharing a boundary with a category 'B' host authority and is a lower tier council within Section 43(2)(b) of the 2008 Act.
Rochdale Borough Council	A	Identified as sharing a boundary with a category 'B' host authority and is a unitary council within Section 43(2)(b) of the 2008 Act.
Salford City Council	A	Identified as sharing a boundary with a category 'B' host authority and is a unitary council within Section 43(2)(b) of the 2008 Act.
Manchester City Council	A	Identified as sharing a boundary with a category 'B' host authority and is a unitary council within Section 43(2)(b) of the 2008 Act.
Blackburn with Darwen Borough Council	A	Identified as sharing a boundary with a category 'B' host authority and is a lower-tier district council as defined by Section 43(2)(b) of the 2008 Act.
Rossendale Borough Council	A	Identified as sharing a boundary with a category 'B' host authority and is a lower-tier district council within Section 43(2)(b) of the 2008 Act.
Lancashire County Council	D	Identified as a neighbouring upper-tier county council authority.

4.3.3 Figure 4-1 below identifies the local authorities, as defined by Section 43 of the 2008 Act, relevant to the Scheme.

Figure 4-1 – Local Authority Boundary Plan



- 4.3.4 The methodology for identifying land interests as defined in Section 42(1)(d) of the 2008 Act is detailed in the Statement of Reasons (TR010064/APP/4.1).
- 4.3.5 A list of persons with a land interest consulted can be found within the Book of Reference (TR010064/APP/4.3).
- 4.3.6 The statutory consultation under Section 42 of the 2008 Act with prescribed consultees, the local authority and persons with a land interest was carried out between 15 February and 28 March 2023 allowing a total of 42 days in which to respond. The Applicant continued to have regard to responses received following the closure of the statutory consultation up to 23 April 2023. This was to allow for postal delays and to account for newly identified Section 42(1)(d) letters which were issued giving persons with a land interest 28 days to respond.
- 4.3.7 A letter was sent to all Section 42 prescribed consultees on 13 February 2023 via post.
- 4.3.8 Section 42(1)(a) and (b) consultees received the following additional hard copy documents:
- The consultation brochure.
  - The consultation response form.
  - Section 48 notice.

4.3.9 A USB stick (flash drive), which included the following documents was also provided to Section 42(1)(a) and (b) consultees:

- Public consultation brochure.
- Consultation response form.
- PEIR.
- PEIR Non-Technical Summary.
- Frequently Asked Questions (FAQs).
- Red Line Boundary document.
- Proposed scheme map (Map Book 1).
- Proposed land use map (Map Book 2).
- Traffic Modelling Report.
- SoCC.
- Section 47 Notice.
- Section 48 Notice.
- Consultation video including a Scheme flythrough.
- Previous public consultation reports and public consultation summary documents.
- National Highways Development Consent leaflet.
- National Highways Your Property and Part 1 Compensation leaflet.
- National Highways Your Property and Discretionary Purchase leaflet.
- National Highways Your Property and Blight leaflet.
- National Highways Your Property and Our Road Proposals leaflet.

4.3.10 Section 42 (d) consultees received the following additional hardcopy documents:

- Hardcopy Red Line Boundary Plan.
- The consultation brochure.
- The consultation response form.
- Section 48 notice.

4.3.11 The consultation letter signposted consultees to the Scheme webpage to access all additional consultation documents. The consultation documents available on the Scheme webpage are listed below and in **Annex L** of this Report:

- Public consultation brochure.
- Consultation response form.
- PEIR.
- PEIR Non-Technical Summary.
- Frequently Asked Questions (FAQs).
- Red Line Boundary document.
- Proposed scheme map (Map Book 1).
- Proposed land use map (Map Book 2).
- Traffic Modelling Report.
- SoCC.
- Section 47 Notice.
- Section 48 Notice.
- Consultation video including a Scheme flythrough.
- Previous public consultation reports and public consultation summary documents.
- National Highways Development Consent leaflet.
- National Highways Your Property and Part 1 Compensation leaflet.
- National Highways Your Property and Discretionary Purchase leaflet.
- National Highways Your Property and Blight leaflet.
- National Highways Your Property and Our Road Proposals leaflet.

4.3.12 A copy of the letters sent to Section 42(1)(a) and (b) and Section 42(1)(d) consultees can be found in **Annex M** of this Report.

4.3.13 The Applicant identified an error in the issue of the Section 42(1)(d) letters, whereby landowners identified as having category 1 and 2 interests were issued with a category 3 interest letter and vice versa. This error was identified within the first week of the statutory consultation and a replacement letter, including the above hard copy documents, was reposted to all affected landowners on the 21 February 2023. The original deadline of the 28 March 2023 was given for responses allowing a total of 35 days in which to respond. A cover letter was inserted to explain the error with a request to discard the previous letter received.



#### 4.4 Section 46 of the 2008 Act (Notifying the Inspectorate)

4.4.1 On 13 February 2023, the Applicant informed the Inspectorate via email pursuant to Section 46 of the 2008 Act of the dates for the upcoming statutory consultation. Enclosed with the notification was a link to a Teams site with the following documents (enclosed in **Annex L**):

- Consultation brochure (M60/M62/M66 Simister Island Interchange Preliminary Design Consultation - Public Consultation Brochure Feb 23).
- Response form (M60/M62/M66 Simister Island Interchange Preliminary Design Consultation - Consultation Response Form Feb 23).
- PEIR (M60/M62/M66 Simister Island Interchange Preliminary Design Consultation - Preliminary Environmental Information Report Feb 23).
- PEIR Non-Technical Summary (M60/M62/M66 Simister Island Interchange Preliminary Design Consultation - Preliminary Environmental Information Report Non-Technical Summary Feb 23).
- Map books (M60/M62/M66 Simister Island Interchange Preliminary Design Consultation - Map Book 1 – General Arrangements Feb 23 and M60/M62/M66 Simister Island Interchange Preliminary Design Consultation - Map Book 2 – Land Use Plans Feb 23).
- Traffic Modelling Report for Consultation (M60/M62/M66 Simister Island Interchange Preliminary Design Consultation - Traffic Modelling Report for Consultation Feb 23).
- SoCC (M60/M62/M66 Simister Island Interchange Preliminary Design Consultation - Statement of Community Consultation (SoCC) Feb 23) (**Annex H**).
- Frequently Asked Questions (FAQs) (long and short version) (M60/M62/M66 Simister Island Interchange Preliminary Design Consultation - Frequently Asked Questions Feb 23 (Long and Short Version)).
- Red Line Boundary (referred to as the Provisional Order Limits) (M60/M62/M66 Simister Island Interchange Preliminary Design Consultation - Red Line Boundary Feb 23).
- Section 47 Notice (M60/M62/M66 Simister Island Interchange Preliminary Design Consultation - s47 Notice Feb 23).
- Section 48 Notice (M60/M62/M66 Simister Island Interchange Preliminary Design Consultation - s48 Notice Feb 23).
- Consultation video and scheme flythrough (M60/M62/M66 Simister Island Interchange Preliminary Design Consultation - Fly through Feb 23 and M60 Simister Consultation Feb 2023).

- National Highways Development Consent leaflet (M60/M62/M66 Simister Island Interchange Preliminary Design Consultation - Development Consent Leaflet Feb 23).
- National Highways Your Property and Part I Compensation leaflet (M60/M62/M66 Simister Island Interchange Preliminary Design Consultation - Your Property and Part I Compensation Feb 23).
- National Highways Your Property and Discretionary Purchase leaflet (M60/M62/M66 Simister Island Interchange Preliminary Design Consultation - Your Property and Discretionary Purchase Feb 23).
- National Highways Your Property and Blight leaflet (M60/M62/M66 Simister Island Interchange Preliminary Design Consultation - Your Property and Blight Feb 23).
- National Highways Your Property and Our Road Proposals leaflet (M60/M62/M66 Simister Island Interchange Preliminary Design Consultation - Your Property and Our Road Proposals Feb 23).
- Previous public consultation report and preferred Route Announcement (M60/M62/M66 Simister Island Interchange Preliminary Design Consultation - Preferred Route Announcement Feb 23 and Report on Public Consultation November 2020).

4.4.2 A copy of the notification letter sent to the Inspectorate can be found at **Annex N** of this Report.

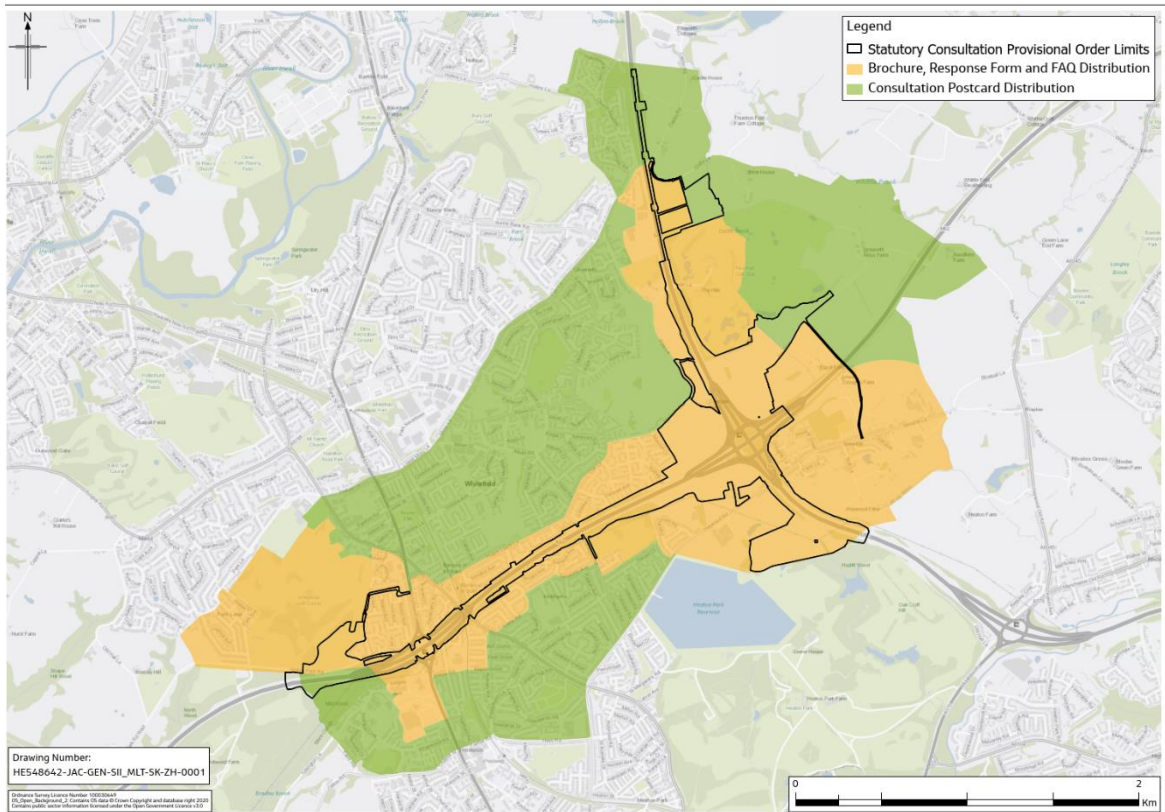
#### **4.5 Section 47 (Local Community Consultation)**

4.5.1 As part of the Section 47 local community consultation, 10,267 consultation brochures, response forms, FAQ's and postcards providing information about the Scheme were distributed to Section 47 consultees on 10 February 2023 to ensure delivery on or before the start of the consultation on 15 February 2023. Recipients included local residents, businesses and special interest groups.

4.5.2 Figure 4-2 below details the distribution area for the consultation. The distribution area in yellow received a brochure, response form and FAQs document. The distribution area in green received a postcard.

4.5.3 The distribution area was replicated from the options consultation and updated to incorporate the expansion of the Scheme for environmental mitigation and design amendments.

**Figure 4-2 – Consultation Distribution Area**



- 4.5.4 Of the 2,959 consultation brochures delivered, 42 were undeliverable and returned to the Applicant. Where this occurred, the Applicant checked the address details were correct and reissued the documents. The affected stakeholders were given a minimum of 28 days to respond.
- 4.5.5 The Section 47 consultation was carried out at the same time as the Section 42 consultation between 15 February 2023 and 28 March 2023 allowing a total of 42 days for a response to be received. The Applicant had regard to responses received following the closure of the statutory consultation up to 23 April 2023. This was to allow for postal delays and to account for newly identified Section 42(d) letters which were issued giving landowners 28 days to respond.
- 4.5.6 In total, seventeen consultation events were also held within the local community during the advertised period of the statutory consultation. These included three public consultation events, five virtual webinars, three telephone events and five engagement van events.
- 4.5.7 The three public consultation events were held at a range of locations around the Scheme area during the consultation period. All venues were visited prior to the launch of the consultation to ensure their suitability in terms of size, location, facilities, and accessibility. The events were held during the week and weekend and also extended into the evening to ensure the greatest opportunity for members of the public to attend. These events were attended by members of the project team including the project leads, representatives from the design team, environmental team (including environmental coordinators and biodiversity, air quality and noise and vibration specialists), the stakeholder and engagement team



and the valuation office agency. This gave attendees the opportunity to view and raise specific queries with individual Scheme specialists.

- 4.5.8 To compliment the in-person events, the Applicant held five virtual webinars held via Microsoft Teams Meetings (online invitation only meeting) and broadcasts (online open meeting for all to attend). These events were attended by members of the Applicant's project team including the project leads, representatives from the design team, environmental team (including environmental coordinators and biodiversity, air quality, noise, and vibration specialists) and the stakeholder and engagement team. The project team presented consultation material and answered any questions raised by the public.
- 4.5.9 The Applicant held three telephone events. The events gave those calling an opportunity to speak to a member of the project team over the phone about the changes being made as part of the Scheme and to have their questions answered.
- 4.5.10 The Applicant organised five engagement van events in locations around the Scheme where members of the public could meet the team and find out more about the consultation.
- 4.5.11 The details of the events held are set out in Table 4-4 below. The Applicant provided a combination of face-to-face events, online webinars, and telephone events to ensure the consultation was accessible to all who wished to take part.

<b>Table 4-4 - Events undertaken within the local community</b>		
<b>Event:</b>	<b>Date:</b>	<b>Location:</b>
Consultation Event	Tuesday 21 February 2023 11am to 7pm	Parrenthorn High School Heywood Rd, Prestwich, Whitefield, Manchester M25 2BW
Consultation Event	Saturday 11 March 2023 10am to 4pm	Lady of Grace Hall 11 Fairfax Road, Prestwich, Manchester, M25 1AS
Consultation Event	Monday 20 March 2023 12pm to 8pm	Unsworth Cricket Club 2 Pole Lane, Unsworth, Bury BL9 8QD
Engagement Van Event	Wednesday 1 March 2023 10am to 3pm	Tesco Prestwich Valley Park Road, M25 3TG
Engagement Van Event	Thursday 2 March 2023 10am to 3pm	Asda Pilsworth Road, Unsworth, Bury, BL9 8RS
Engagement Van Event	Tuesday 21 March 2023 10am to 3pm	Tesco Prestwich Valley Park Road, M25 3TG
Engagement Van Event	Wednesday 22 March 2023 7am to 11am	Birch Services East M62 eastbound between junction 18 and junction 19, Heywood, OL10 2QH

Engagement Van Event	Friday 24 March 2023 10am to 3pm	Asda Pilsworth Road, Unsworth, Bury, BL9 8RS
-------------------------	-------------------------------------	---

4.5.12 A range of consultation materials were produced for the statutory consultation, both digitally and physically, to help enable everyone to have a clear understanding of the Scheme, its potential effects, and the way that feedback could be provided. The consultation materials enabled consultees to take an informed response to the consultation. During the consultation period, opportunities were also provided for individuals to request hard copies of the materials. The materials below were provided online on the Scheme website, at three deposit points and at the consultation events:

- Public consultation brochure.
- Consultation response form.
- PEIR.
- PEIR Non-Technical Summary.
- Frequently Asked Questions (FAQs).
- Red Line Boundary document.
- Proposed scheme map (Map Book 1).
- Proposed land use map (Map Book 2).
- Traffic Modelling Report.
- SoCC.
- Section 47 Notice.
- Section 48 Notice.
- Consultation video including a Scheme flythrough.
- Previous public consultation reports and public consultation summary documents.
- National Highways Development Consent leaflet.
- National Highways Your Property and Part 1 Compensation leaflet.
- National Highways Your Property and Discretionary Purchase leaflet.
- National Highways Your Property and Blight leaflet.
- National Highways Your Property and Our Road Proposals leaflet.

4.5.13 A copy of the consultation materials apart from the consultation video provided at the consultation events can be found within **Annex L** of this Report.

- 4.5.14 To assist those who were unable to attend the consultation events, consultation material was available on the Applicant's Scheme webpage ([www.nationalhighways.co.uk/M60-Simister-Island](http://www.nationalhighways.co.uk/M60-Simister-Island)). The webpage has been updated on a regular basis, including at the launch of the options consultation, PRA and statutory consultation. The Scheme webpage, which contains detailed information on the Scheme, links to key documents and access to the online response form webpage, was made available for users during the period 15 February to 28 March 2023. The Scheme webpage remains open to view the Scheme documents, but the link to the online consultation response form was closed after the end of the consultation period. The Scheme webpage also features a subtitled consultation video which gives an overview of the Simister Island junction, and the need for the Scheme.
- 4.5.15 Six deposit point locations were used across the Scheme where hard copy consultation brochures, response forms and technical documents were made available.
- 4.5.16 The details of the deposit points are set out in Table 4-5 below.

<b>Table 4-5 - Deposit points used during Statutory Consultation</b>		
<b>Location:</b>	<b>Address:</b>	<b>Opening hours:</b>
Bury Library	Manchester Road, Bury, BL9 0DG	Tuesday, Wednesday, Friday: 10am until 4:30pm Thursday: 12:30pm until 7pm Saturday: 9:30am until 1pm
Prestwich Library	Longfield Centre, Prestwich, Manchester, M25 1AY	Tuesday, Wednesday, Friday: 10am until 4:30pm Thursday: 12:30pm until 7pm Sunday: 9:30am until 1pm
Radcliffe Library	Stand Lane, Radcliffe, Manchester, M26 1WR	Tuesday, Wednesday, Friday: 10am until 4:30pm Thursday: 12:30pm until 7pm Saturday: 9:30am until 1pm
Berries of Unsworth	73 Parr Lane, Bury, BL9 8JR	Monday to Friday: 8am until 4pm Saturday: 8am until 2pm
Radcliffe Leisure Centre	Spring Lane, Radcliffe, Manchester, M26 2SZ	Monday to Friday: 6:30am until 10pm Saturday: 8am until 6pm Sunday: 8am until 4pm

Bury Town Hall	Knowsley Street, Bury, BL9 0SW	Monday to Friday: 8:45am until 5pm
----------------	-----------------------------------	------------------------------------

4.5.17 Table 4-6 below sets out the commitments made in the SoCC and how the Applicant has complied with those commitments in carrying out the statutory consultation.

Table 4-6 - SoCC Table	
Commitment within the SoCC:	Accordance with commitment:
<b>Consultation Brochure and Materials</b>	
The consultation brochure will contain details of the Scheme, including any proposed environmental mitigation measures and updates to the Scheme design.	The consultation brochure contained details of the Scheme, including any proposed environmental mitigation measures and updates to the Scheme design ( <b>See Annex L</b> ).
The consultation brochure will include instructions for joining our telephone events.	Instructions to join the three telephone events were included on page 3 of the consultation brochure. These events were on: <ul style="list-style-type: none"> <li>• Saturday 4 March 2023, 11am to 4pm</li> <li>• Tuesday 7 March 2023, 11am to 7pm</li> <li>• Thursday 23 March 2023, 11am to 7pm</li> </ul>
The consultation brochure will be accompanied by a separate frequently asked questions document.	A separate frequently asked questions document (short version) was included to those properties located within the orange distribution boundary (see Figure 4-2). A long version of the document was available on the Scheme webpage, at deposit points and consultation events.
The consultation brochure will be delivered to those living within the orange distribution boundary.	A consultation brochure, response form and separate frequently asked questions document (short version) was issued to those properties located within the orange distribution boundary (see Figure 4-2).
The consultation brochure and frequently asked questions documents (long and short versions) will be available to view at local deposit locations. Along with a suite of consultation documents including a Preliminary Environmental Information Report (PEIR) and a Non-Technical Summary which will set out environmental impacts and possible mitigation measures.	The consultation brochure and response form were available to view at the six deposit points set out in Table 4-5.  The full suite of consultation documents (including the consultation brochure and response form) were made available at three of the six deposit points (see Table 4-5, <b>Annex L and Annex H</b> ): <ul style="list-style-type: none"> <li>• Bury Library - Manchester Road, Bury, BL9 0DG</li> <li>• Prestwich Library - Longfield Centre, Prestwich, Manchester, M25 1AY</li> </ul>

	<ul style="list-style-type: none"> <li>• Radcliffe Library - Stand Lane, Radcliffe, Manchester, M26 1WR</li> </ul> <p>The below suite of documents were available:</p> <ul style="list-style-type: none"> <li>• Consultation brochure</li> <li>• Response form</li> <li>• PEIR</li> <li>• PEIR Non-Technical Summary</li> <li>• Map Book 1 – General Arrangements</li> <li>• Map Book 2 – Land Use Plans</li> <li>• Traffic Modelling Report for Consultation</li> <li>• SoCC</li> <li>• Frequently Asked Questions (FAQs) (long and short version)</li> <li>• Red Line Boundary (referred to as the Provisional Order Limits)</li> <li>• Section 47 Notice</li> <li>• Section 48 Notice</li> <li>• National Highways Development Consent leaflet</li> <li>• National Highways Your Property and Part I Compensation leaflet</li> <li>• National Highways Your Property and Discretionary Purchase leaflet</li> <li>• National Highways Your Property and Blight leaflet</li> <li>• National Highways Your Property and Our Road Proposals leaflet</li> <li>• Previous public consultation reports and preferred Route Announcement.</li> </ul>
<p>The consultation documents will be available in alternative formats, including large text format upon request.</p>	<p>Accessible formats of the consultation brochure, such as braille and translations to languages other than English, were available on request.</p> <p>No alternative formats were requested</p>
<p>We will supply individual paper copies of the consultation brochure and response form free of charge. An electronic copy of the consultation documents can be supplied free of charge on a USB memory stick. A paper copy of the consultation documents can also be supplied, but there will be a reasonable</p>	<p>The Applicant supplied paper copies of the consultation documents on request.</p>

<p>charge to cover the cost of printing and postage, up to a charge of £500.</p>	
<p><b>Scheme Webpage</b></p>	
<p>The Scheme webpage (<a href="http://www.nationalhighways.co.uk/M60-Simister-Island">www.nationalhighways.co.uk/M60-Simister-Island</a>) will include a full summary of the Scheme, the SoCC, the consultation brochure, online response form, Preliminary Environmental Information Report and non-technical summary and plan showing the extent of the Scheme (red line boundary).</p> <p>The following additional information will also be provided:</p> <ul style="list-style-type: none"> <li>• A fly-through video of the Scheme.</li> <li>• Regularly updated frequently asked questions and answers.</li> <li>• An animated video explaining the consultation and scheme in more detail.</li> <li>• Previous consultation report.</li> </ul>	<p>All consultation documents were made available on the Scheme webpage: (<a href="http://www.nationalhighways.co.uk/M60-Simister-Island">www.nationalhighways.co.uk/M60-Simister-Island</a>)</p> <p>The suite of documents available included:</p> <ul style="list-style-type: none"> <li>• Consultation brochure</li> <li>• Response form</li> <li>• PEIR</li> <li>• PEIR Non-Technical Summary</li> <li>• Map Book 1 – General Arrangements</li> <li>• Map Book 2 – Land Use Plans</li> <li>• Traffic Modelling Report for Consultation</li> <li>• SoCC</li> <li>• Combined animations and fly through of scheme video (including a fly through of the Scheme)</li> <li>• Frequently Asked Questions (FAQs) (long and short version)</li> <li>• Red Line Boundary (referred to as the Provisional Order Limits)</li> <li>• Section 47 Notice</li> <li>• Section 48 Notice</li> <li>• National Highways Development Consent leaflet</li> <li>• National Highways Your Property and Part I Compensation leaflet</li> <li>• National Highways Your Property and Discretionary Purchase leaflet</li> <li>• National Highways Your Property and Blight leaflet</li> <li>• National Highways Your Property and Our Road Proposals leaflet</li> <li>• Previous public consultation report and preferred Route Announcement</li> </ul>



<b>Telephone Consultation Events</b>	
<p>The project team will be available to answer questions at the following times through telephone consultation events:</p> <ul style="list-style-type: none"> <li>• Saturday 4 March 2023, 11am to 4pm</li> <li>• Tuesday 7 March 2023, 11am to 7pm</li> <li>• Thursday 23 March 2023, 11am to 7pm</li> </ul> <p>The details of these events and telephone number to call will be made available on the scheme webpage and in the brochure.</p>	<p>The Applicant's project team was available during the three telephone events. In total 15 calls were received.</p> <p>The details of the events and telephone number to call were made available on the Scheme webpage and in the consultation brochure (page 3).</p>
<b>Public Online Webinars</b>	
<p>We will be hosting a series of online webinars, delivering a presentation on our proposals, and holding a live question and answer session.</p> <p>The webinars will be held:</p> <ul style="list-style-type: none"> <li>• Thursday 23 February 2023, 1pm to 3pm</li> <li>• Wednesday 15 March 2023, 5pm to 7pm</li> </ul>	<p>The Applicant delivered the series of webinars detailed, which were attended by approximately 32 people.</p> <p>In addition, the following webinars were held:</p> <ul style="list-style-type: none"> <li>• Scheme Cat 1 and Cat 2 Briefing Webinar – 21 attendees (approximately)</li> <li>• MP/Cllr/Cat 1 and Cat 2 Webinar – 17 attendees (approximately)</li> <li>• Simister Village Community Association Webinar – three attendees (approximately)</li> </ul>
<b>Consultation Events</b>	
<p>We will hold three consultation events where you can find out more about the Scheme and speak to members of the project team.</p> <p>Parrenthorn High School, Tuesday 21 February 2023, 11am to 7pm Heywood Road, Prestwich, Manchester, M25 2BW</p> <p>Our Lady of Grace Hall, Saturday 11 March 2023, 10am to 4pm, 11 Fairfax Road, Prestwich, Manchester, M25 1AS</p> <p>Unsworth Cricket Club, Monday 20 March 2023, 12pm to 8pm, The Pavilion, 32 Pole Lane, Bury, BL9 8QL</p>	<p>The Applicant held three in person consultation events.</p> <p>The consultation events were attended by members of the project team including project leads, representatives from the design team, environmental team (including environmental coordinators and biodiversity, air quality, and noise and vibration specialists), and the stakeholder and engagement team.</p> <p>Banners were provided which summarised the key elements of the Scheme and the following information was available in hard copy:</p> <ul style="list-style-type: none"> <li>• Consultation brochure</li> <li>• Response form</li> <li>• PEIR</li> <li>• PEIR Non-Technical Summary</li> <li>• Map Book 1 – General Arrangements</li> </ul>

	<ul style="list-style-type: none"> <li>• Map Book 2 – Land Use Plans</li> <li>• Traffic Modelling Report for Consultation</li> <li>• SoCC</li> <li>• Frequently Asked Questions (FAQs) (long and short version)</li> <li>• Red Line Boundary (referred to as the Provisional Order Limits)</li> <li>• Section 47 Notice</li> <li>• Section 48 Notice</li> <li>• National Highways Development Consent leaflet</li> <li>• National Highways Your Property and Part I Compensation leaflet</li> <li>• National Highways Your Property and Discretionary Purchase leaflet</li> <li>• National Highways Your Property and Blight leaflet</li> <li>• National Highways Your Property and Our Road Proposals leaflet</li> <li>• Previous public consultation report and preferred Route Announcement</li> <li>• In addition, Map Book 2 was printed at A0 and made available for attendees to view.</li> <li>• The Consultation video (including a fly through of the scheme) was also available on TV screens.</li> </ul>
<b>Council and community / area forum briefings</b>	
<p>Where possible we'll speak when invited to local council forums and community / area forums affected or in the vicinity of our scheme.</p>	<p>The Applicant was not invited to attend any council or community forums during the consultation period.</p>
<b>Stakeholder briefings</b>	
<p>Where possible we will attend when invited, meetings of local community groups affected by the proposal.</p>	<p>The Applicant arranged a webinar for Simister Village Community Association on 23 March 2023 attended by approximately 3 people.</p>
<b>Statutory notices</b>	
<p>Proposed DCO application - once in the Times and London Gazette and twice in local circulating newspapers including:</p>	<p>The Applicant published the notices in the specified newspapers (Table 4-7 and <b>Annex O</b>).</p>

<ul style="list-style-type: none"> <li>• The Bury Times</li> <li>• Jewish Telegraph</li> <li>• Publicising the SoCC - once in local circulating newspapers including:</li> <li>• The Bury Times</li> <li>• Jewish Telegraph</li> </ul>	
<p><b>Press Releases</b></p>	
<p>Press releases detailing the consultation period and how the community and road users can get involved will be issued.</p>	<p>The Applicant issued three press releases with local media. These consisted of:</p> <ul style="list-style-type: none"> <li>• A pre-consultation release on Monday 6 February 2023, encouraging people to have their say before the consultation launch and promoting upcoming events.</li> <li>• A release on Monday 6 March 2023, around the midway point of the consultation. This reminded people there was still time to have a say and highlighted consultation events that were to take place in the weeks ahead.</li> <li>• A “last chance to have your say” press release was issued on Monday 20 March 2023.</li> </ul> <p>Analysis shows that there were 18 articles on the Scheme during the consultation period, including pieces in Manchester Evening News, Bury Times and Rochdale Online.</p>
<p><b>Social Media</b></p>	
<p>The public consultation will be advertised on Twitter/”X” @HighwaysNWest and publicised on National Highways Facebook page National Highways: North-West. Paid for social media adverts will be placed.</p>	<p>In total the Applicant posted 52 times - 27 via Facebook and 25 via Twitter/X. This generated a reach of 27,000 on Facebook and nearly 190,000 impressions on Twitter/X, indicating that around 220,000 people were made aware of the Scheme consultation.</p> <p>Paid-for social media:</p> <p>The Applicant undertook a paid-for social media campaign on National Highways’ north-west Facebook account and via National Highways’ central Instagram account. This ran for the duration of the six-week consultation. It generated nearly 3.8 million impressions across both platforms and resulted in 15,612 click throughs to the consultation webpage.</p>

## 4.6 Section 48 (Newspaper Notices)

4.6.1 Section 48 of the 2008 Act requires the Applicant to publicise the proposed application in the prescribed manner, in national and local newspapers as set out in the APFP Regulations.

4.6.2 The names of the newspapers used to publicise the proposed application are set out in Table 4-7 below.

Table 4-7 - Newspaper Notices Table		
National Newspaper		
Name:	Week1	Week 2 (local only):
The Times	15 February 2023	N/A
The London Gazette	15 February 2023	N/A
Local Newspaper(s)		
The Bury Times	2 February 2023	9 February 2023
Jewish Telegraph	3 February 2023	10 February 2023

4.6.3 Copies of the newspaper notices as set out in in Table 4-7 above, are provided within **Annex O** of this Report.

## 4.7 Additional Targeted Non-Statutory Supplementary Consultation – 31 July 2023 to 10 September 2023

4.7.1 Subsequent to the statutory consultation held between February 15 and March 28, 2023, a number of changes were made to the design of the Scheme which had been consulted upon, including changes to the Scheme boundary and the amount of land that would need to be acquired to deliver the Scheme. The changes were made due to design refinement and in response to feedback received during statutory consultation. None of the design changes were sufficiently material to warrant further statutory consultation. However, to ensure that those affected by the changes were kept fully informed, the Applicant undertook additional engagement and targeted non-statutory supplementary consultation on them.

4.7.2 A total of 34 design changes were made and these were categorised by the Applicant as:

- 11 design changes (including changes to the red line boundary impacting on land acquisition requirements) where additional comments were invited from affected stakeholders. These changes are listed in Table 4-9 below (taken directly from the Proposed Land Use Map (Map Book 2) provided within **Annex P**).
- 23 design changes (being minor changes or those reducing the impact of the Scheme including reduced land acquisition) where an update letter was sent to affected stakeholders to notify them of the change. These changes are listed in

Table 4-10 below (taken directly from the Proposed Land Use Map (Map Book 2) provided within **Annex P**).

4.7.3 The location of each of the design changes can also be seen in the Proposed Land Use Map (Map Book 2) provided within **Annex P**.

<b>Table 4-8 – 11 design changes: targeted non-statutory supplementary consultation.</b>		
<b>Location</b>	<b>Proposed Land Use Map (Map Book 2) page number</b>	<b>Description of change and reason for change/update</b>
LU-8 Barnard Avenue, south of M60	1	Scheme red line boundary extended to incorporate land located on Barnard Avenue between number 1 and numbers 2 to 12. This land is required on a temporary basis to allow the diversion of utility cables. The work will take place on the road and pavements, be of a short duration and not require any road closures. Access to the affected properties will be maintained.
LU-9 Prestwich Heys FC Land, south of M60	1	Rectangular section of land located on Sandgate Road, south of the M60 westbound and used by Prestwich Heys Football Club. Land previously identified as requiring temporary possession for construction access, updated to 'temporary possession of land and permanent acquisition of rights'. This change will allow us to access and maintain a new gantry and new motorway communication cabinets located in the verge of the M60 westbound. Access to this equipment from the motorway verge instead of the carriageway improves worker safety.
LU-10 North-east of Simister Island Interchange	2	Land located south and east of the proposed Northern Loop. Previously identified as requiring temporary land acquisition for soil/material storage, amended to permanent acquisition for soil/material storage during construction and environmental mitigation once complete. This update allows a plot of land located to the east of the Northern Loop (see change LU-29), previously identified for environmental mitigation and owned by the same private landowner, to be removed from the Scheme red line boundary.

<p>LU-11 Pole Lane / Mode Hill Lane / Marston Close</p>	<p>2</p>	<p>Scheme red line boundary extended to incorporate the carriageway and adjacent footway(s) on Mode Hill Lane and Marston Close. This land is required on a temporary basis to allow the contractor to connect the site compound to key utilities. The work will affect the road and pavements, be of a short duration and not require any road closures. Access to the affected properties will be maintained at all times.</p>
<p>LU-15 East of M66, near Hills Lane overbridge</p>	<p>4</p>	<p>Scheme red line boundary extended north of Hills Lane. Land required under 'temporary possession and permanent acquisition of rights' to allow the diversion of and maintenance of utilities in the area.</p>
<p>LU-17 Egypt Lane, access road to stables, north east of Simister Island Interchange</p>	<p>2</p>	<p>Small section of land located along Egypt Lane, south and east of the Northern Loop. Land previously identified for temporary land acquisition for soil/material storage, amended to 'temporary possession and permanent acquisition of rights.' This will allow access to maintain the drainage along this section of land. The land will no longer be used for soil/material storage and access will be maintained at all times.</p>
<p>LU-18 Egypt Lane, north east of Simister Island Interchange</p>	<p>2</p>	<p>Small square section of land allocated for temporary possession east of the Northern Loop. Land previously identified for drainage mitigation, no longer required.</p>
<p>LU-20 Land bordering rear of properties on eastern side of Marston Close</p>	<p>2</p>	<p>Scheme red line boundary along rear of properties on Marston Close extended to follow the current private land ownership boundary of the HM Land Registry title. Land identified for permanent acquisition to allow a maintenance access track to the proposed Pond 7. The access track will not move closer to the properties on Marston Close, the extension is only to reflect current land ownership</p>
<p>LU-26 Corday Lane, south west of Simister Island Interchange</p>	<p>2</p>	<p>Land located on Corday Lane southwest of Simister Island junction, required for access and maintenance of the Pond 4. Land usage amended to a combination of 'temporary possession with permanent acquisition of rights' and 'temporary possession.' A temporary access road will be built running parallel to Corday Lane to allow the construction of Pond 4 and other works south west of Simister Island</p>



		<p>junction. Once complete, the temporary access road will be removed, and land returned to the landowner. The Applicant would use the current Corday Lane on an infrequent basis to access and maintain Pond 4 once constructed. A small square area of temporary land has been added to the red line boundary 11 Corday Lane and the property entitled "Eastview" to allow for the potential diversion of utility cables.</p>
<p>LU-29 North of Egypt Lane, north east of Simister Island Interchange</p>	<p>2</p>	<p>Large section of land located north of Egypt Lane and east of the Northern Loop. Land currently identified as requiring permanent acquisition for environmental mitigation, removed from the Scheme red line boundary. The removal of land between Whitefield golf course and the M60 eastbound, due to drainage design changes, has resulted in less land being required for environmental mitigation elsewhere within the Scheme boundary.</p>
<p>LU-30 North of M60, west of Sandgate Road</p>	<p>1</p>	<p>Land located within the Frigate Pub car park and land south of Frigate Pub car park, north of the M60 eastbound and west of Sandgate Road. Land required under a combination of permanent acquisition and 'temporary possession and permanent acquisition of rights' to allow access to existing motorway communication and technology cabinets located north of the M60 eastbound. These cabinets are presently accessed via the hard shoulder of the M60 eastbound, but a new retaining wall is to be constructed in this location which will result in this method of access no longer being safe for maintenance operatives. Additionally, it is worth noting that the permanent acquisition shown is our existing land.</p>

**Table 4-9 – 23 design changes: minor changes or those reducing the impact of the Scheme**

Location	Proposed Land Use Map (Map Book 2) page number	Description of change and reason for change/update
LU-1 East of M66, near Unsworth Academy	4	Removal of rectangular section of land previously identified for 'temporary possession and permanent acquisition of rights', situated east of the M66 and opposite Unsworth Academy. Previously identified for potential improvement work to the existing drainage in the area, no longer required as we have determined that the drainage is not connected to the M66. Land removed from Scheme red line boundary.
LU-2 West of Sandgate Road, south of M60	1	Small triangular section of land located on Sandgate Road south of the M60 westbound, previously identified for permanent acquisition. Land removed from Scheme red line boundary as no longer required due to small design change to earthworks.
LU-3 West of M66, north west of Simister Island Interchange	2	Small strip of temporary land acquisition, located north of Simister Island Interchange, to the west of the M66 northbound. Land removed from Scheme red line boundary as no longer required by the Scheme due to change in construction methodology.
LU-4 Egypt Lane, north east of Simister Island Interchange	2	Small section of land identified for 'temporary possession and permanent acquisition of rights', located on Egypt Lane, east of the Northern Loop. Land removed from Scheme red line boundary as in private ownership and no longer required within the Scheme design
LU-5 Griffie Lane, east of M66	5	Small section of land identified for 'temporary possession and permanent acquisition of rights', located on Griffie Lane east of the M66 southbound, currently used as a layby. Land removed from Scheme red line boundary as in private ownership and no longer required within the Scheme design.

LU-6 M60, south of junction 18, near Pond 5	3	Applicant's land, located on the M60 carriageway, south of Simister Island Interchange, extended southward to allow the addition of communication equipment within the motorway verges. Land located on either side of this area and previously thought to require permanent acquisition, has now been identified as land already within Applicant's ownership.
LU-7 M66 northbound carriageway	4	Scheme red line boundary located on the M66 carriageway, north of Simister Island Interchange, opposite Unsworth Academy, extended to the west to incorporate the northbound carriageway as well as the verge. This is land we own and is required to allow the addition of communication equipment within the motorway verge.
LU-12 Between M60 westbound and gardens of properties on Barnard Avenue	1	Temporary land located south of the M60 westbound between properties 3, 5, 7, 9, 11, 13 and 15 on Barnard Avenue. Land removed from the Scheme red line boundary as the space required for construction of the new hard shoulder in this location is less than anticipated at statutory consultation.
LU-13 South of Rothay Close / Brathay Close	2	Thin rectangular section of permanent acquisition land located north of the M60 eastbound, between Rothay Close and Brathay Close, amended to follow the Applicant's land ownership boundary.
LU-14 Sandgate Road, south of M60	1	Scheme red line boundary extended to include a small section of temporary land located south of the M60 westbound, on Sandgate Road. Land required to allow the diversion of utilities located within the area.
LU-16 Eastern boundary of M66, opposite Unsworth Academy	4	Scheme red line boundary located on the east side of the M66 southbound, extended to allow the addition of communication equipment within the motorway verge.
LU-19 Mode Hill Lane	2	Small Scheme red line boundary change located west of the M66 northbound on Mode Hill Lane. This update is to allow alignment with current land ownership boundaries and to ensure the contractor has sufficient space to access Mode Hill Lane.

<p>LU-21 Whitefield area, west of M60 Junction 17</p>	<p>1</p>	<p>All land within the Scheme red line boundary located to the west of junction 17 of the M60, including Pond 6 and Whitefield area, south of Whitefield Golf Club, removed from the Scheme design. Following feedback from the statutory consultation in February/March 2023, and a complete review of the Scheme drainage design, Pond 6 and all associated construction and maintenance access points will be removed. The Scheme intended for Pond 6 to drain into Bradley Brook, south of the M60, but in March 2023 a review of the drainage design, including a risk assessment of Bradley Brook, concluded that the Scheme would not be able to do this. A re-design was undertaken which resulted in Whitefield and Pond 6 being removed from the scheme. The Scheme red line boundary will now only extend to junction 17.</p>
<p>LU-22 Pole Lane, west of M66</p>	<p>2</p>	<p>Land identified for hedgerow planting and maintenance located on Pole Lane west of the M66 northbound. Land previously identified for a combination of permanent acquisition and 'temporary possession with permanent acquisition of rights' will now require 'temporary possession with permanent acquisition of rights' only. Scheme red line boundary within this area reviewed and reduced allowing removal of a plot of land.</p>
<p>LU-23 West of M60, south of Simister Lane</p>	<p>3</p>	<p>Rectangular section of land running parallel to the M60 northbound, located south of Simister Lane. Land previously shown as required for access and maintenance to Pond 5, no longer required as access will be built directly off the M60 northbound carriageway. Scheme red line boundary amended to reflect the Applicant's land ownership.</p>
<p>LU-24 East of M66</p>	<p>4</p>	<p>Land situated east of the M66 and opposite Unsworth Academy, identified for permanent acquisition for Pond 2 and a potential site compound. Overall land requirement reduced, area for permanent acquisition reduced around Pond 2, with the remaining land to the north required for temporary possession only to allow construction of pond, modification of carrier</p>

		pipes and outfall to Castle Brook and a potential site cabin.
LU-25 East of M66, north east of Simister Island Interchange	2	Two sections of land located north and north east of the Northern Loop, identified for 'temporary possession with permanent acquisition of rights'. Due to a redesign of the drainage for Pond 1, both sections of land have been removed from the Scheme red line boundary.
LU-27 East of M60, south of Simister Lane	3	Small section of land identified for permanent acquisition located east of the M60 southbound carriageway. Scheme red line boundary updated, and this section of land removed as no longer required within the Scheme design.
LU-28 West of M60, south of Simister Lane	3	Large section of land located west of the M60 northbound carriageway. Land currently identified as requiring permanent acquisition for environmental mitigation, removed from the Scheme red line boundary. This is due to removal of land between Whitefield golf course and the M60 eastbound (Change LU-21), due to drainage design changes, which has resulted in less land being required for environmental mitigation elsewhere within the Scheme boundary
LU-31 M66 southbound	5	Land required for permanent acquisition extended north on the M66 southbound, to allow access for construction and maintenance of a gantry which has been moved to avoid cabling located in the motorway verge.
LU-32 West of M66, north west of Simister Island Interchange	2	Small section of land situated west of M66 northbound. Previously identified as in our ownership, has been updated to reflect private ownership and requirement for permanent acquisition.
LU-33 Mode Hill Lane	2	Small Scheme red line boundary change located west of the M66 northbound on Mode Hill Lane, to allow alignment with current land ownership boundaries.
LU-34 A665 Bury Old Road, north and south of M60	1	Two sections of land, the first located east of the A665 Bury Old Road and north of the M60 westbound, the second located west of the A665 Bury Old Road and south of the M60 westbound. Both sections of land



		previously identified for permanent acquisition removed from Scheme red line boundary as no longer required within the Scheme design.
--	--	---

- 4.7.4 The Applicant undertook the targeted non-statutory supplementary consultation between July 31 and 10 September 2023 allowing a total of 42 days to respond. The Applicant also emailed the Ministry of Defence who had specifically asked to be included in any future correspondence.
- 4.7.5 Section 42(1)(a) prescribed consultees and Section 42(d) category 1, category 2 and category 3 land interests were notified by post sent by Special Delivery on 31 July 2023. A covering letter detailed the design change updates affecting the recipient of the letter. An example of the covering letters and consultation material issued can be found in **Annex P** of this Report. The Applicant followed this letter up with a reminder letter on 31 August 2023.
- 4.7.6 The Applicant identified 10 consultees who had not received a reminder letter and not collected their initial consultation letter. Due to the targeted nature of the consultation, the Applicant decided to re-issue the initial consultation letter to those 10 consultees on the 18 October 2023, hand delivering 8 and posting 2. The Applicant had regard to responses received following the closure of the targeted non-statutory supplementary consultation up to 17 November 2023 to allow for postal delays.
- 4.7.7 Further details on how the Applicant had regard to the responses received to the targeted non-statutory consultation can be found in Chapter 4 and **Annex Q** of this Report.
- 4.7.8 The Applicant also sent update letters to Section 42(d) category 1, category 2 and category 3 land interest consultees, as well as Section 47 stakeholders affected by the design changes but not part of the targeted non-statutory supplementary consultation. These letters informed the stakeholder that the Applicant believed they were no longer directly affected by the Scheme. An example of the update letter and additional information provided can be found in **Annex R** of this Report.

## **5 Response to consultation to demonstrate how the Applicant has had regard to responses**

### **5.1 Overview**

5.1.1 This chapter sets out the high-level analysis of responses received to the statutory consultation and targeted non-statutory supplementary consultation. It also sets out how the Applicant has had regard to the responses received in developing the Scheme, in accordance with Section 49 of the 2008 Act.

5.1.2 As part of the statutory consultation a response form was enclosed with the consultation brochure and available to complete on-line at the Applicant's Scheme webpage. The response form was used to seek views from Section 42, Section 47 and Section 48 consultees on the Scheme. Further information on the statutory consultation can be found in Chapter 4 of this Report.

### **5.2 Analysis of responses to the statutory consultation**

5.2.1 A total of 399 completed response forms were received, including 290 online forms, 106 paper forms and 3 forms received by email. In addition, a total of 57 letters and emails were also received in response to the statutory consultation.

5.2.2 Four response forms were identified as duplicates and therefore removed from the total number of responses received as part of the consultation. A duplicate was identified if the respondent provided the same name and postcode, in such cases either the latest, the most complete or combined response was kept, so there is only one response per respondent registered. One test response (from the project team) was removed. One response form was sent both via email and online, in such case it was counted once in the results.

5.2.3 Within the 57 letters and emails received, 5 were excluded from the analysis as they were identified either as a duplicate to the response form or to another email/letter received as part of the consultation. The total number of 52 consultation responses includes responses from community, landowners, prescribed consultees and local authorities.

5.2.4 The consultation response form consisted of six closed questions and four open-ended questions. The response form also requested the consultee's postcode and basic demographic information, to understand the level of engagement with the local community.

5.2.5 The main themes arising from the statutory consultation (response form, emails and letters) are listed below:

- Environmental impacts.
- Impacts on local residents.
- Construction disruptions.
- Opposition to the Scheme.
- More Information needed.
- Other.

- 5.2.6 Further details on how the Applicant has had regard to the responses received can be found in **Annex Q** of this Report.
- 5.2.7 The six closed questions sought information on how the consultees use and travel on, or near, the M60/M62/M66 Simister Island Interchange. Other questions aimed to gather consultees' opinions on key features of the latest Scheme design, proposed environmental mitigation measures, proposals to minimise the impacts of construction and proposed locations of temporary working and storage areas.
- 5.2.8 Five questions were asked on demographic information, including respondent type, age, postcode and disability, to help the Applicant understand the range of respondents.
- 5.2.9 Two questions were asked on the consultation process including if the respondent attended one of the Schemes consultation events or webinars and how they found out about the consultation.
- 5.2.10 Responses to the closed questions contained within the response form are provided below.

**5.3 Question 1. What do you currently use the M60/M62/M66 Simister Island Interchange for?**

- 5.3.1 This question provided a series of tick box options asking the respondents what they currently use the M60/M62/M66 Simister Island Interchange for. Each respondent was able to choose more than one of the options provided in response to the question.
- 5.3.2 Of 399 online and paper responses, 307 (77%) respondents said that they use the Simister Island Interchange for leisure travel, 237 (59%) respondents said their purpose was for business travel and/or commuting, 189 (47%) respondents said they use the Interchange for access to local amenities, 100 (25%) respondents answered they use nearby public rights of way, 30 (8%) respondents answering 'other use' for using the Interchange, and 7 (2%) respondents did not answer the question.
- 5.3.3 Table 5-1 below provides a breakdown of the responses received.

<b>Table 5-1 - What do you currently use the M60/M62/M66 Simister Island Interchange for?</b>		
<b>Answer Choices</b>	<b>Responses</b>	<b>Total</b>
Leisure travel	77%	307
Business travel / commuting	59%	237
Access to local amenities	47%	189
Using nearby public rights of way	25%	100
Other use	8%	30
Did not answer	2%	7

**5.4 Question 2: How do you normally travel on, or near, the M60/M62/M66 Simister Island Interchange?**

- 5.4.1 This question provided a series of tick box options asking the respondents how they normally travel on or near the M60/M62/M66 Simister Island Interchange. Each respondent was able to choose more than one of the options provided in response to the question.
- 5.4.2 372 (93%) respondents said that they travel by car, 114 (29%) respondents said that they travel by walking, 52 (13%) respondents use public transport, 42 (11%) respondents said that they travel by cycling, 18 (5%) respondents indicated that they travel in the area via other modes of transport, 13 (3%) respondents use the area for horse-riding, 12 (3%) respondents said that they travel by motorbike, and 12 (3%) respondents said that they travel using a Heavy Goods Vehicle (HGV).
- 5.4.3 Table 5-2 below provides a breakdown of the responses received.

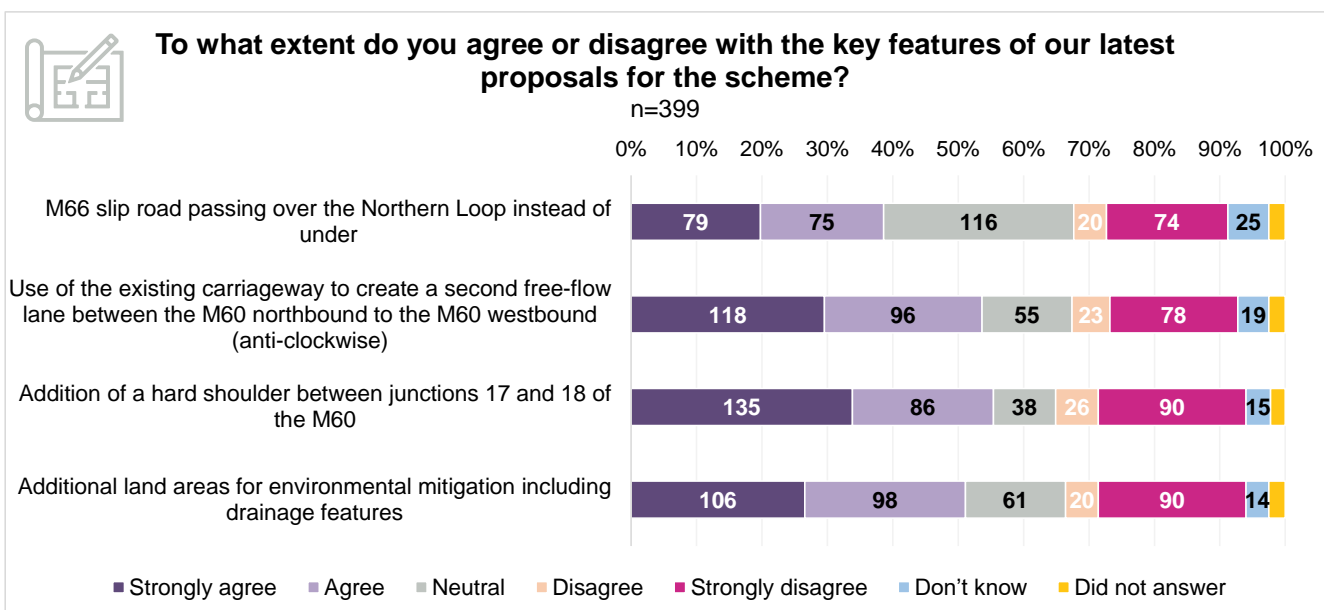
Table 5-2 - How do you normally travel on, or near, the M60/M62/M66 Simister Island Interchange?		
Answer Choices	Responses	Total
Car	93%	372
Walking	29%	114
Public transport	13%	52
Cycling	11%	42
Other	5%	18
Horse-riding	3%	13
Motorbike	3%	12
HGV	3%	12

**5.5 Question 3: To what extent do you agree or disagree with the key features of our latest proposals for the Scheme?**

- 5.5.1 This question provided a series of tick box options querying to what extent respondents agree or disagree with the key features of the latest proposals for the Scheme. Each respondent could only choose one option for each of the key Scheme features. The key features are grouped in three categories: Scheme Design, PRoW and Ponds.
- 5.5.2 The Scheme Design group included four main design features as set out in Figure 51 below.
- 5.5.3 79 (20%) respondents strongly agreed with the M66 slip road passing over the Northern Loop instead of under, 75 (19%) respondents agreed, 116 (29%) respondents expressed a neutral opinion, 20 (5%) respondents disagreed with that element of the Scheme, 74 (19%) respondents strongly disagreed, 25 (6%) respondents stated that they do not know, and 10 (3%) respondents did not answer the question.

- 5.5.4 118 (30%) respondents strongly agreed with using the existing carriageway to create a second free-flow lane between the M60 northbound to the M60 westbound (anti-clockwise), 96 (24%) respondents agreed, 55 (14%) respondents expressed a neutral opinion, 23 (6%) respondents disagreed with that element of the Scheme, 78 (20%) respondents strongly disagreed, 19 (5%) respondents stated that they do not know, and 10 (3%) respondents did not answer the question.
- 5.5.5 135 (34%) respondents strongly agreed with the addition of a hard shoulder between junctions 17 and 18 of the M60, 86 (22%) respondents agreed, 38 (10%) respondents expressed a neutral opinion, 26 (7%) respondents disagreed with that element of the Scheme, 90 (23%) respondents strongly disagreed, 15 (4%) respondents stated that they do not know, and 9 (2%) respondents did not answer the question.
- 5.5.6 106 (27%) respondents strongly agreed with the additional land areas for environmental mitigation including drainage features, 98 (25%) respondents agreed, 61 (15%) respondents expressed a neutral opinion, 20 (5%) respondents disagreed with that element of the Scheme, 90 (23%) respondents strongly disagreed, 14 (4%) respondents stated that they do not know, and 10 (3%) respondents did not answer the question.
- 5.5.7 Figure 5-1 below provides a breakdown of the responses received.

**Figure 5-1 – Key design feature responses**

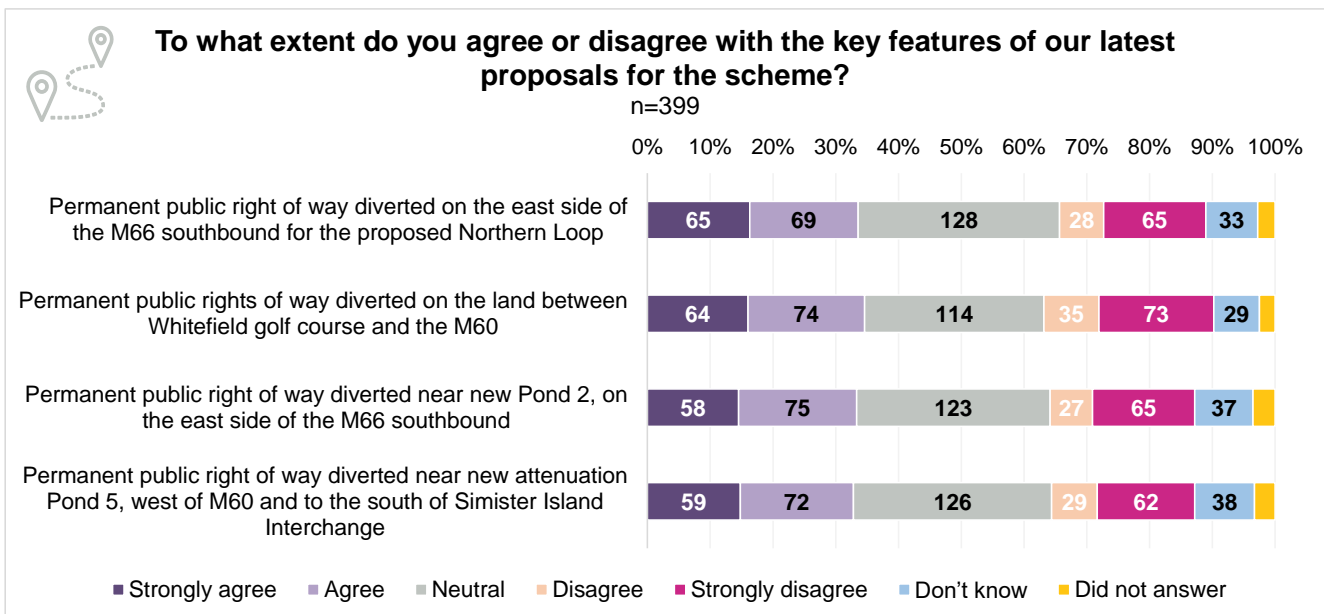


- 5.5.8 The PRow group included four main permanent PRow diversions as set out in Figure 52 below.
- 5.5.9 65 (16%) respondents strongly agreed with the permanent PRow diversion on the east side of the M66 southbound for the proposed Northern Loop, 69 (17%) respondents agreed, 128 (32%) respondents expressed a neutral opinion, 28 (7%) respondents disagreed with that element of the Scheme, 65 (16%) respondents strongly disagreed, 33 (8%) respondents stated that they do not know, and 11 (3%) respondents did not answer the question.



- 5.5.10 64 (16%) respondents strongly agreed with the permanent PRow diversion on the land between Whitefield Golf Course and the M60, 74 (19%) respondents agreed, 114 (29%) respondents expressed a neutral opinion, 35 (9%) respondents disagreed with that element of the Scheme, 73 (18%) respondents strongly disagreed, 29 (7%) respondents stated that they do not know, and 10 (3%) respondents did not answer the question.
- 5.5.11 58 (15%) respondents strongly agreed with the permanent PRow diversion near Pond 2, on the east side of the M66 southbound, 75 (19%) respondents agreed, 123 (31%) respondents expressed a neutral opinion, 27 (7%) respondents disagreed with that element of the Scheme, 65 (16%) respondents strongly disagreed, 37 (9%) respondents stated that they do not know, and 14 (4%) respondents did not answer the question.
- 5.5.12 59 (15%) respondents strongly agreed with the permanent PRow diversion near Pond 5, west of M60 and to the south of Simister Island Interchange, 72 (18%) respondents agreed, 126 (32%) respondents expressed a neutral opinion, 29 (7%) respondents disagreed with that element of the Scheme, 62 (16%) respondents strongly disagreed, 38 (10%) respondents stated that they do not know, and 13 (3%) respondents did not answer the question.
- 5.5.13 Figure 5-2 below provides a breakdown of the responses received.

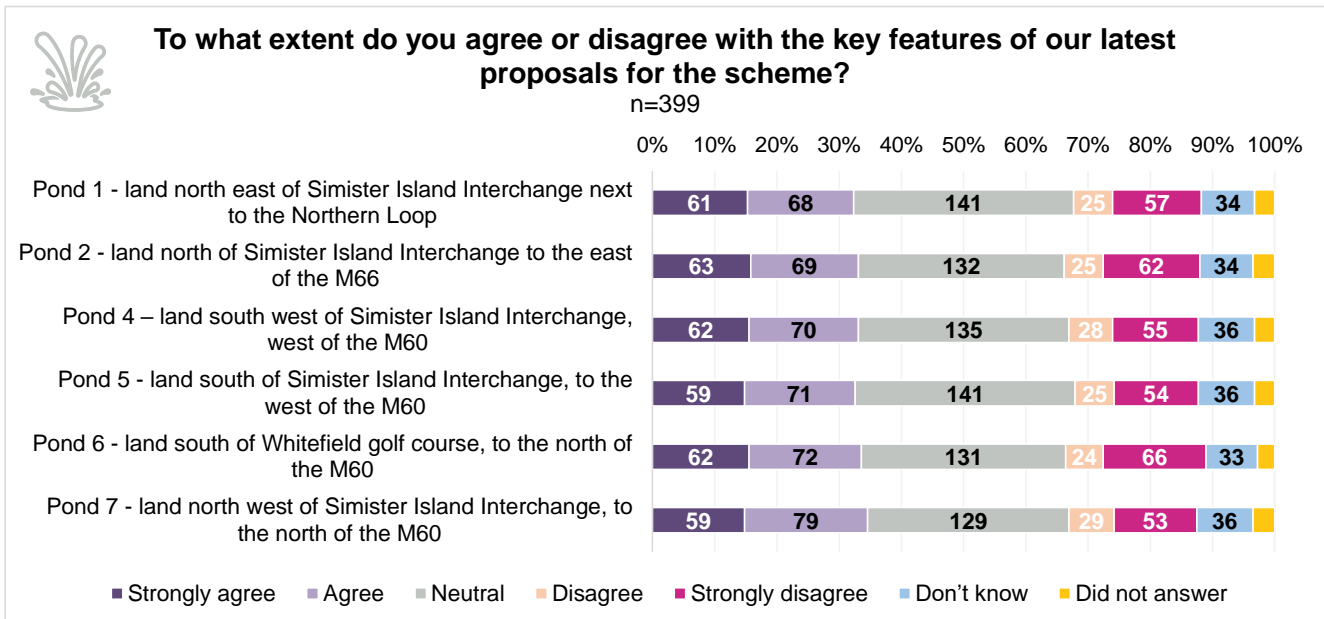
**Figure 5-2 – Public Right of Way responses**



- 5.5.14 Ponds group included six proposed attenuation ponds as set out in Figure 53 below.
- 5.5.15 61 (15%) respondents strongly agreed with Pond 1: land north east of Simister Island Interchange next to the Northern Loop, 68 (17%) respondents agreed, 141 (35%) respondents expressed a neutral opinion, 25 (6%) respondents disagreed with that element of the Scheme, 57 (14%) respondents strongly disagreed, 34 (9%) respondents stated that they do not know, and 13 (3%) respondents did not answer the question.

- 5.5.16 63 (16%) respondents strongly agreed with Pond 2: land north of Simister Island Interchange to the east of the M66, 69 (17%) respondents agreed, 132 (33%) respondents expressed a neutral opinion, 25 (6%) respondents disagreed with that element of the Scheme, 62 (16%) respondents strongly disagreed, 34 (9%) respondents stated that they do not know, and 14 (4%) respondents did not answer the question.
- 5.5.17 62 (16%) respondents strongly agreed with Pond 4: land south west of Simister Island Interchange, west of the M60, 70 (18%) respondents agreed, 135 (34%) respondents expressed a neutral opinion, 28 (7%) respondents disagreed with that element of the Scheme, 55 (14%) respondents strongly disagreed, 36 (9%) respondents stated that they do not know, and 13 (3%) respondents did not answer the question.
- 5.5.18 59 (15%) respondents strongly agreed with Pond 5: land south of Simister Island Interchange, to the west of the M60, 71 (18%) respondents agreed, 141 (35%) respondents expressed a neutral opinion, 25 (6%) respondents disagreed with that element of the Scheme, 54 (14%) respondents strongly disagreed, 36 (9%) respondents stated that they do not know, and 13 (3%) respondents did not answer the question.
- 5.5.19 62 (16%) respondents strongly agreed with Pond 6: land south of Whitefield Golf Course, to the north of the M60, 72 (18%) respondents agreed, 131 (33%) respondents expressed a neutral opinion, 24 (6%) respondents disagreed with that element of the Scheme, 66 (17%) respondents strongly disagreed, 33 (8%) respondents stated that they do not know, and 11 (3%) respondents did not answer the question.
- 5.5.20 59 (15%) respondents strongly agreed with Pond 7: land north west of Simister Island Interchange, to the north of the M60, 79 (20%) respondents agreed, 129 (32%) respondents expressed a neutral opinion, 29 (7%) respondents disagreed with that element of the Scheme, 53 (13%) respondents strongly disagreed, 36 (9%) respondents stated that they do not know, and 14 (4%) respondents did not answer the question.
- 5.5.21 Figure 5-3 below provides a breakdown of the responses received.

**Figure 5-3 – Pond provision responses**



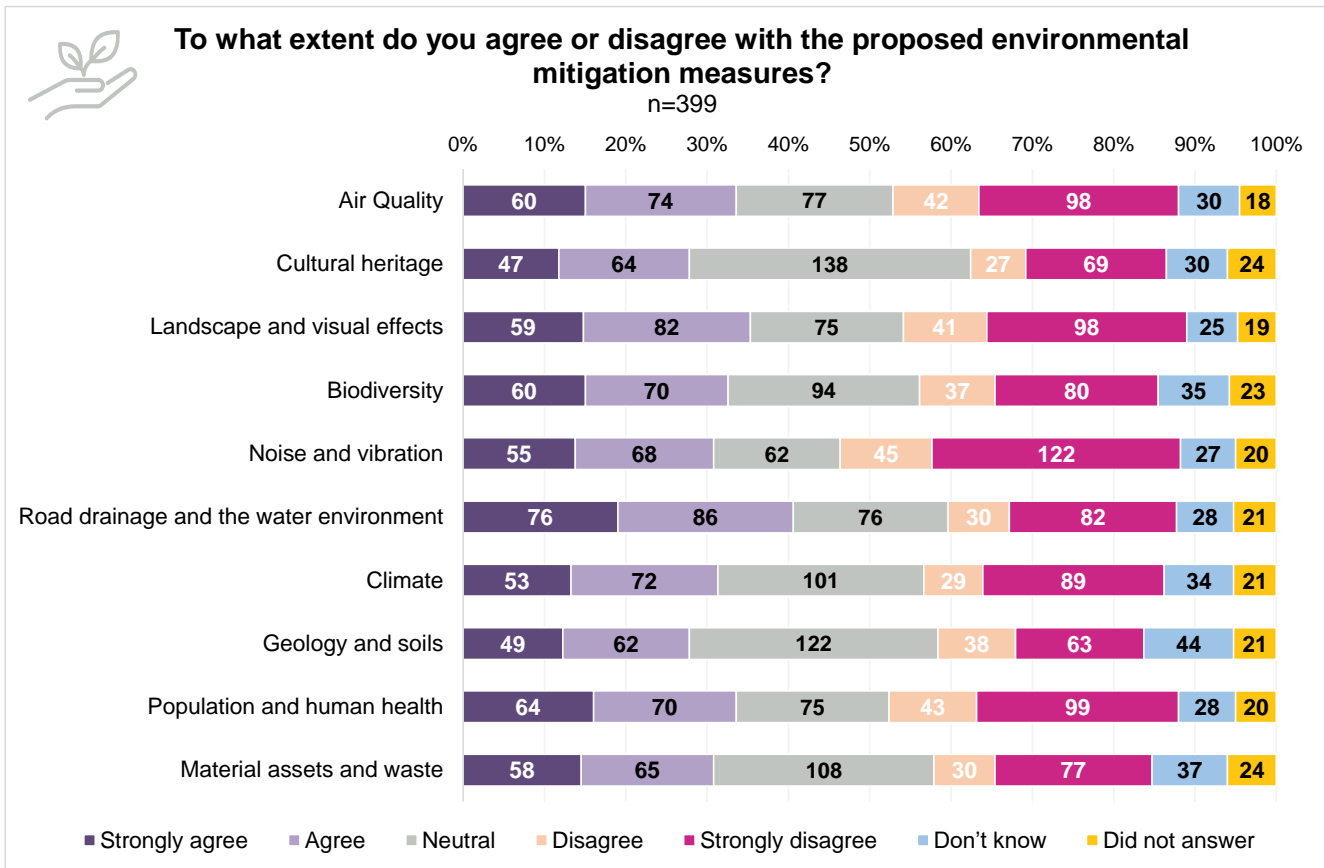
**5.6 Question 5: To what extent do you agree or disagree with the proposed environmental mitigation measures?**

- 5.6.1 This question provided a series of tick box options querying to what extent respondents agree or disagree with the proposed environmental mitigation measures. Each respondent could only choose one option for each of the key environmental mitigation measures.
- 5.6.2 60 (15%) respondents strongly agreed with the proposed environmental measures to mitigate air quality impacts, 74 (19%) respondents agreed, 77 (19%) respondents expressed a neutral opinion, 42 (11%) respondents disagreed with that element of the Scheme, 98 (25%) respondents strongly disagreed, 30 (8%) respondents stated that they do not know, and 18 (5%) respondents did not answer the question.
- 5.6.3 47 (12%) respondents strongly agreed with the proposed environmental measures to mitigate cultural heritage impacts, 64 (16%) respondents agreed, 138 (35%) respondents expressed a neutral opinion, 27 (7%) respondents disagreed with that element of the Scheme, 69 (17%) respondents strongly disagreed, 30 (8%) respondents stated that they do not know, and 24 (6%) respondents did not answer the question.
- 5.6.4 59 (15%) respondents strongly agreed with the proposed environmental measures to mitigate landscape and visual effects impacts, 82 (21%) respondents agreed, 75 (19%) respondents expressed a neutral opinion, 41 (10%) respondents disagreed with that element of the Scheme, 98 (25%) respondents strongly disagreed, 25 (6%) respondents stated that they do not know, and 19 (5%) respondents did not answer the question.
- 5.6.5 60 (15%) respondents strongly agreed with the proposed environmental measures to mitigate biodiversity impacts, 70 (18%) respondents agreed, 94 (24%) respondents expressed a neutral opinion, 37 (9%) respondents disagreed with that

element of the Scheme, 80 (20%) respondents strongly disagreed, 35 (9%) respondents stated that they do not know, and 23 (6%) respondents did not answer the question.

- 5.6.6 55 (14%) respondents strongly agreed with the proposed environmental measures to mitigate noise and vibration impacts, 68 (17%) respondents agreed, 62 (16%) respondents expressed a neutral opinion, 45 (11%) respondents disagreed with that element of the Scheme, 122 (31%) respondents strongly disagreed, 27 (7%) respondents stated that they do not know, and 20 (5%) respondents did not answer the question.
- 5.6.7 76 (19%) respondents strongly agreed with the proposed environmental measures to mitigate road drainage and the water environment impacts, 86 (22%) respondents agreed, 76 (19%) respondents expressed a neutral opinion, 30 (8%) respondents disagreed with that element of the Scheme, 82 (21%) respondents strongly disagreed, 28 (7%) respondents stated that they do not know, and 21 (5%) respondents did not answer the question.
- 5.6.8 53 (13%) respondents strongly agreed with the proposed environmental measures to mitigate climate impacts, 72 (18%) respondents agreed with them, 101 (25%) respondents expressed a neutral opinion, 29 (7%) respondents disagreed with that element of the Scheme, 89 (22%) respondents strongly disagreed, 34 (9%) respondents stated that they do not know, and 21 (5%) respondents did not answer the question.
- 5.6.9 49 (12%) respondents strongly agreed with the proposed environmental measures to mitigate geology and soils, 62 (16%) respondents agreed, 122 (31%) respondents expressed a neutral opinion, 38 (10%) respondents disagreed with that element of the Scheme, 63 (16%) respondents strongly disagreed, 44 (11%) respondents stated that they do not know, and 21 (5%) respondents did not answer the question.
- 5.6.10 64 (16%) respondents strongly agreed with the proposed environmental measures to mitigate population and human health impacts, 70 (18%) respondents agreed, 75 (19%) respondents expressed a neutral opinion, 43 (11%) respondents disagreed with that element of the Scheme, 99 (25%) respondents strongly disagreed, 28 (7%) respondents stated that they do not know, and 20 (5%) respondents did not answer the question.
- 5.6.11 58 (15%) respondents strongly agreed with the proposed environmental measures to mitigate material assets and waste impacts, 65 (16%) respondents agreed, 108 (27%) respondents expressed a neutral opinion, 30 (8%) respondents disagreed with that element of the Scheme, 77 (19%) respondents strongly disagreed, 37 (9%) respondents stated that they do not know, and 24 (6%) respondents did not answer the question.
- 5.6.12 Figure 5-4 below provides a breakdown of the responses received. 41% of respondents agreed with the proposed road drainage and water environment mitigation measures. Respondents showed the greatest concern over the proposed noise and vibration mitigation measures, with 42% disagreeing. A more neutral response was received for geology and soils (31% of respondents) and cultural heritage (35% of respondents)

**Figure 5-4 – Environmental mitigation measure responses**



**5.7 Question 7: To what extent do you agree or disagree that our proposals will minimise the impacts of construction?**

5.7.1 This question provided a series of tick box options querying to what extent respondents agreed or disagreed that the proposals will minimise the impacts of construction. Each respondent could only choose one option. Of the 399 online and paper responses, 44 (11%) respondents strongly agreed that the proposals will minimise the impacts of construction, 70 (18%) respondents agreed, 72 (18%) respondents neither agreed nor disagree, 55 (14%) respondents disagreed, 108 (27%) respondents strongly disagreed that the proposals will minimise the impacts of construction, 33 (8%) respondents answered they do not know, and 17 (4%) respondents did not answer the question.

5.7.2 Table 5-3 below provides a breakdown of the responses received.

Answer Choices	Responses	Total
Strongly Agree	11%	44
Agree	18%	70
Neither agree nor disagree	18%	72



Disagree	14%	55
Strongly disagree	27%	108
Don't know	8%	33
Did not answer	4%	17
<b>TOTAL</b>	<b>100%</b>	<b>399</b>

## 5.8 Question 8: To what extent do you agree or disagree with the proposed locations of the temporary working and storage areas?

5.8.1 This question provided a series of tick box options querying to what extent respondents agreed or disagreed with the proposed temporary working and storage areas. Each respondent could only choose one option.

5.8.2 Of 399 online and paper responses, 37 (9%) respondents strongly agreed that the location of the proposed temporary works and storage areas, 67 (17%) respondents agreed, 99 (25%) respondents neither agreed nor disagreed, 37 (9%) respondents disagreed, 103 (26%) respondents strongly disagreed with the proposed temporary works and storage areas, 35 (9%) of respondents answered they do not know, and 21 (5%) respondents did not answer the question.

5.8.3 Table 5-4 below provides a breakdown of the responses received.

<b>Table 5-4 - To what extent do you agree or disagree with the proposed locations of the temporary working and storage areas?</b>		
<b>Answer Choices</b>	<b>Responses</b>	<b>Total</b>
Strongly Agree	9%	37
Agree	17%	67
Neither agree nor disagree	25%	99
Disagree	9%	37
Strongly disagree	26%	103
Don't know	9%	35
Did not answer	5%	21
<b>TOTAL</b>	<b>100%</b>	<b>399</b>

## 5.9 Demographic information questions: How are you responding to this public consultation?

5.9.1 This question provided a series of tick box options asking how the respondent is responding to the consultation. Each respondent could only choose one option.

5.9.2 384 (96%) respondents stated that they responded as individuals, 6 (2%) respondents provided responses as an organisation, 6 (2%) respondents as a representative of a group, and 3 (1%) respondents did not answer to this question.

5.9.3 Table 5-5 below provides a breakdown of the responses received.



**Table 5-5 - Responses to question: How are you responding to this public consultation?**

Answer Choices	Responses	Total
As an individual	96%	384
As an organisation	2%	6
As a representative of a group	2%	6
Did not answer	1%	3
<b>TOTAL</b>	<b>100%</b>	<b>399</b>

### 5.10 Demographic information questions: Please provide us with your postcode?

5.10.1 This question asked respondents to provide their postcode. 253 (63%) respondents provided postcode within Bury, 29 (7%) respondents declared to live in Rochdale, 25 (6%) respondents in Manchester, 20 (5%) respondents provided postcode within Salford, 11 (3%) respondents in Oldham and the same number within Trafford. 50 (13%) respondents provided other postcodes including ones from Stockport, Bolton, Cheshire East and other.

5.10.2 Table 4-5 below provides a breakdown of the responses received.

**Table 5-6 - Responses to question: Postcode based on Area**

Areas covered	Responses	Total
Bury	63%	253
Rochdale	7%	29
Manchester	6%	25
Salford	5%	20
Oldham	3%	11
Trafford	3%	11
Other	13%	50
<b>TOTAL</b>	<b>100%</b>	<b>399</b>

5.10.3 In terms of respondents' locations by postcode sectors, 58 (15%) respondents live within M45 6 postcode, 56 (14%) respondents within M45 7 postcode, 38 (10%) respondents provided postcode M25 2, 36 (9%) respondents provided M45 8 postcode, and 27 (7%) respondents live within BL9 8 postcode.

5.10.4 Table 5-7 below provides a breakdown of the responses received.

**Table 5-7 - Responses to question: Postcode based on TOP 5 Sectors**

Postcode	Areas covered	Responses	Total
M45 6	Whitefield	15%	58
M45 7	Whitefield	14%	56

M25 2	Prestwich	10%	38
M45 8	Whitefield	9%	36
BL9 8	Bury, Heap, Heap Bridge, Nangreaves, Summerseat, Unsworth, Walmersley	7%	27

### 5.11 Demographic information questions: Your age

- 5.11.1 This question asked respondents their age. Each respondent could only choose one option.
- 5.11.2 Of the 399 online and paper responses, 26 (7%) respondents were between the ages of 16-24, 115 (29%) respondents stated they were between the ages of 25-34, 49 (12%) respondents were age 35-44, 54 (14%) were 45-54, 67 (17%) respondents were aged 55-64, 76 (19%) respondents were aged 65+. Of the remaining responses received 12 (3%) respondents preferred not to disclose this information.
- 5.11.3 Table 5-8 below provides a breakdown of the responses received.

Answer Choices	Responses	Total
16-24	7%	26
25-34	29%	115
35-44	12%	49
45-54	14%	54
55-64	17%	67
65+	19%	76
Did not answer	3%	12
<b>TOTAL</b>	<b>100%</b>	<b>399</b>

### 5.12 Demographic information questions: Do you consider yourself to have a disability?

- 5.12.1 This question asked whether respondents considered themselves to have a disability. Each respondent could choose one option.
- 5.12.2 Of the 399 online and paper responses, 297 (74%) respondents did not consider themselves to have a disability. 55 (14%) respondents selected 'Yes', while 33 (8%) respondents preferred not to say, and the remaining 14 (4%) respondents did not answer the question.
- 5.12.3 Table 5-9 below provides a breakdown of the responses received.

**Table 5-9 - Responses to question: Do you consider yourself to have a disability**

Answer Choices	Responses	Total
Yes	14%	55
No	74%	297
Prefer not to say	8%	33
Did not answer	4%	14
<b>TOTAL</b>	<b>100%</b>	<b>399</b>

**5.13 Consultation process questions: Did you participate in one of our events or join one of our webinars?**

- 5.13.1 This question asked whether respondents participated in one of the Applicants events or joined one of the Applicants webinars. Each respondent could choose one option.
- 5.13.2 Of the 399 online and paper responses, 100 (25%) respondents answered ‘Yes’ when asked if they attended any public consultation event, while 280 (70%) respondents did not attend any of the planned events and the remaining 19 (5%) did not answer the question.
- 5.13.3 Table 5-10 below provides a breakdown of the responses received.

**Table 5-10 - Responses to question: Did you participate in one of our events or join one of our webinars?**

Answer Choices	Responses	Total
Yes	25%	100
No	70%	280
Did not answer	5%	19
<b>TOTAL</b>	<b>100%</b>	<b>399</b>

**5.14 Consultation process questions: How did you hear about the consultation?**

- 5.14.1 This question asked how respondents heard about the consultation. Each respondent was able to choose more than one of the options provided in response to the question. 139 (35%) respondents stated that they heard about the consultation on social media, 124 (31%) respondents heard about the consultation through the consultation brochure, 39 (10%) respondents chose other option, 25 (6%) respondents heard via word of mouth, 15 (4%) respondents knew about this consultation due to a consultation event and the same number stated it was a Scheme page alert, 10 (3%) respondents heard via postcard, 9 (2%) respondents from a poster, 8 (2%) respondents from newspaper advert, and 15 (4%) respondents did not answer the question.
- 5.14.2 Table 5-11 below provides a breakdown of the responses received.

**Table 5-11 - Responses to question: How did you hear about the consultation?**

Answer Choices	Responses	Total
Social media	35%	139
Brochure	31%	124
Other	10%	39
Word of mouth	6%	25
Consultation event	4%	15
Scheme web page alert	4%	15
Did not answer	4%	15
Postcard	3%	10
Poster	2%	9
Newspaper advert	2%	8

## 5.15 Responses to open-ended questions and emails and letters

5.15.1 The response form had four open-ended questions allowing consultees to provide more detailed responses on the Scheme. The questions are listed below:

- Question 4 as follow up to question 3: Please tell us your reasons for your views above.
- Question 6 as follow up to question 5: Please tell us your reasons for your views above.
- Question 9: Please tell us if there is anything else we need to consider as we develop our construction plans further.
- Question 10: Do you have any further comments you would like to make on the proposals?

5.15.2 The Applicant also received 57 letters and emails during the consultation, within which 52 were included in analysis and 5 were excluded as they were identified as duplicates.

5.15.3 The breakdown of the main themes (top 6) raised by consultees in the open-ended response form questions and the emails and letters received are provided in Table 5-12 below. Further details on how the Applicant had regard to the responses received can be found in **Annex Q** of this Report.

**Table 5-12 - Breakdown of the main themes arising from open-ended questions and Emails and Letters**

Themes	Summary of Issues Raised
Environmental impacts	Concern over flooding from ponds

	<p>Concern over Scheme leading to more air pollution/worse air quality</p> <p>Concern over visual impact of Scheme/northern loop</p> <p>Concern over water quality/pond water quality</p> <p>Concern Scheme will create more pollution</p> <p>Concern Scheme will destroy habitat/green space</p> <p>Concern Scheme will increase dust pollution</p> <p>Concern Scheme will make noise pollution worse</p> <p>Northern Loop will increase noise pollution</p> <p>Scheme will cause flooding</p> <p>Scheme will have a negative impact on wildlife</p> <p>Scheme will have impact on climate change</p>
Impact on local residents	<p>Concern Scheme will cause more light pollution</p> <p>Concern Scheme will cause vibration issues/make worse</p> <p>Concern the Scheme will affect quality of life</p> <p>Impact on house price/saleability</p> <p>Negative impact of Scheme on communities/residents</p> <p>Negative impact on houses</p> <p>Negative impact on Simister Village</p> <p>Scheme will have negative affect on health/wellbeing</p> <p>Scheme will improve quality of life</p>
Construction disruptions	<p>Concern over air pollution during construction</p> <p>Concern over disruption from construction</p> <p>Concern over health/wellbeing during construction</p> <p>Concern over noise during construction</p> <p>Concern over the length of time Scheme will take to construct</p> <p>Concern over vibration during construction</p> <p>Concerned quality of life will be impacted during construction</p> <p>Construction disruption on Trees Estate</p> <p>Need to consider impact on local roads during construction</p> <p>Concern over impact on communities and livelihoods during construction</p>
Opposes scheme	<p>Concern over cost of Scheme</p> <p>No need for the Scheme</p> <p>Opposes the Scheme</p> <p>Scheme is a waste of time and money</p>

More Information needed	<p>More details on types of tests and location of devices to monitor environment</p> <p>More information on environmental impacts needed</p> <p>More information on pedestrian diversions</p> <p>Need more information</p> <p>Requests further information</p>
Other	<p>Additional information for respondent's opinion</p> <p>Concern over the Scheme not being delivered as promised</p> <p>Negative comments on smart motorway system</p> <p>Other</p> <p>Roads are visually unappealing</p> <p>Stop limiting speeds on motorway</p>

**5.16 Targeted Non-Statutory Supplementary Consultation – July 31 to 10 September 2023**

- 5.16.1 The targeted non-statutory supplementary consultation sought views on Scheme design changes made since the statutory consultation.
- 5.16.2 109 letters were issued of which 20 responses were received.
- 5.16.3 20 consultation responses were received, with 1 identified as duplicate. Therefore, 19 consultation responses were included in coding.
- 5.16.4 The breakdown of the main themes (top 4) raised by consultees as part of the targeted non-statutory supplementary consultation are provided in Table 5-13 below.

<b>Table 5-13 – Breakdown of the main themes arising from the targeted non-statutory supplementary consultation</b>	
<b>Themes</b>	<b>Summary of Issues Raised</b>
Construction disruptions	<p>Concern over disruption from construction</p> <p>Concern over noise during construction</p> <p>Concern over air pollution during construction</p> <p>Concern over light pollution during construction</p> <p>Concern over the length of time Scheme will take to construct</p>
Impact on landowners/ residents	<p>Impact on house price/saleability</p> <p>Scheme will have negative affect on health/wellbeing</p> <p>Concern the scheme will affect quality of life</p> <p>Concern Scheme will cause more light pollution</p> <p>Concern about compensation for impacted homeowners, landowners and residents</p> <p>Concern extra lane will be closer to property</p>



	Concern about temporary possession of land
Other	Additional information for respondent's opinion Negative comments on smart motorway system Other
More Information needed	Requests further information

5.16.5 Following the targeted non-statutory supplementary consultation, the 34 design changes have been incorporated into the Scheme. **Annex Q** of this Report sets out how the Applicant had regard to the responses received to support the decision to incorporate the design changes.

## 5.17 Summary of Scheme changes as a result of consultation

5.17.1 Table 5-14 below lists the key design changes that have been made to the Scheme as a result of statutory consultation and targeted non-statutory supplementary consultation.

Table 5-14 – Changes to the Scheme as a result of Consultation		
No.	Element of the Scheme & issue raised in consultation	Design change as a result of consultation response
1	<p><b>Agricultural land loss</b></p> <p>Suggestions that areas for ponds 1, 2, 4, 5 and 7 are currently on agricultural land and poorer quality land should be considered for biodiversity. Some landowners of such lands objected to proposed land take.</p>	<p><b>Scheme Design Change</b></p> <p>Amount of permanent land to be acquired as part of the Scheme for environmental mitigation purposes has been reduced following statutory consultation. Land in the north east quadrant near the loop and south west of M60 junction 18, west of the M60, has been reduced compared to the land take shown at statutory consultation. This is due to a reduction in the environmental mitigation needed following removal of Pond 6 from the Scheme. Permanent land required for Pond 2 was reduced, coupled with a redesign of the shape and size of the pond, to make it fit better with the current field shape. This also addressed some of the landowner's concerns. Other ponds (1, 4, 5 &amp; 7) remained the same.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
2	<p><b>Location of Pond 6</b></p> <p>Opposed location of Pond 6.</p>	<p><b>Scheme Design Change</b></p> <p>The drainage design has been reviewed and Pond 6 has been removed from the Scheme.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>

<p>3</p>	<p><b>Permanent land acquisition</b></p> <p>Concerned that the land along Mode Hill Lane and Pole Lane included within the Scheme for the landscape design (formation of a new hedgerow and strengthening of existing hedgerow) would be hemmed in by the Applicant's ownership and would essentially become land locked. Requested to retain access rights over the land.</p>	<p><b>Scheme Design Change</b></p> <p>Landscape planting and land take requirements along Pole Lane have been modified in consultation with the landowner.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
<p>4</p>	<p><b>Access to Pond 6</b></p> <p>Suggested different permanent access track to Pond 6 (from Phillips Park Road East or via the motorway instead of Ross Avenue) due to negative impact of dirt bike riders and impact on local residents (Trees Estate).</p>	<p><b>Scheme Design Change</b></p> <p>The drainage design has been reviewed and Pond 6 has been removed from the Scheme.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
<p>5</p>	<p><b>Impact on land of interest</b></p> <p>Strategic Land Group requested that the impact on their land interest be considered in the context of their development proposals for this area of land.</p>	<p><b>Scheme Design Change</b></p> <p>Following statutory consultation, the Scheme boundary has been reviewed and amended to remove land belonging to the Strategic Lands Group from the Scheme. This is due to re-design of the boundary treatment / hedgerow that is being provided as environmental mitigation along the boundary.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
<p>6</p>	<p><b>Access to Pond 5</b></p> <p>Concern about proposed access to Pond 5 and temporary compound site around it, and permanent acquisition of land.</p>	<p><b>Scheme Design Change</b></p> <p>Pond 5 and temporary compound site access now to be taken directly from the M60 northbound, not from Simister Lane, which is a change to the option presented at statutory consultation.</p>

		For further details see <b>Annex Q</b> of this Report.
7	<p><b>Biodiversity lands maintenance</b></p> <p>Suggestion that farmers could maintain land for biodiversity and that the land to the northwest of the junction (towards Unsworth) that is presently not farmed, could be used for biodiversity instead, therefore maintaining farmland and the livelihood of the farmers.</p>	<p><b>Scheme Design Change</b></p> <p>To address the biodiversity loss in certain areas of the Scheme, the Applicant needs to acquire additional areas of land to mitigate for habitat losses, maximise biodiversity and improve wildlife connectivity.</p> <p>This will be achieved by incorporating new habitat areas such as species rich grassland with wet woodland, planting new shrubs, hedgerows and lines of trees to link with existing/retained woodland and hedgerows wherever possible.</p> <p>The Scheme would acquire plots of land to maximise biodiversity value and to ensure the Scheme meets the biodiversity “no net loss” obligation. Accordingly, the land take has been considered and minimised with some agricultural land originally proposed for biodiversity having now been removed from the Scheme following design development after statutory consultation, ensuring that the Scheme only acquires land that it needs. This means that some agricultural land will now not be required for environmental mitigation purposes.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>

5.17.2 Table 5-15 below summarises the issues raised at statutory consultation and targeted non- statutory supplementary consultation that did not result in changes to the Scheme design and why.

<b>Table 5-15 – Changes not made to the Scheme as a result of consultation</b>		
<b>No.</b>	<b>Element of the Scheme &amp; issue raised in consultation</b>	<b>Reason why design change was not made</b>
1	<p><b>Active Travel Improvements</b></p> <p>Requests for active travel infrastructure improvements as a part of the Scheme. This included requests for permanent diversion being provided for all affected Public Rights of Way, improvements to active travel infrastructure in terms of better connectivity, surfaces, accessibility and development of new routes, public rights of way be made accessible for horse riding and cycling. There was also a suggestion to consider street lighting and tarring the pathway between Mode Hill lane and Parr Lane.</p>	<p><b>No Design Change</b></p> <p>Permanent diversions are being provided for all affected Public Rights of Way. New or diverted parts of Public Rights of Way will be surfaced appropriately in line with expected use / designation of use. Changes in designation of Public Rights of Way (for example change from footway to bridleway) is outside the scope of the Scheme and could be implemented by BMBC, not the Applicant. It is not within the scope or budget of the Scheme to introduce new structures for walking, cycling or horse riding. Provision of street lighting on Mode Hill Lane/Parr Lane is the responsibility of the BMBC as local highway authority.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
2	<p><b>Active travel link between Sunnybank and Simister</b></p> <p>Requests to provide a bridge for walking/cycling to connect Sunnybank &amp; Unsworth to Simister &amp; Middleton, and general statements that more bridges across the motorway are needed.</p>	<p><b>No Design Change</b></p> <p>It is not within the scope or budget of the Scheme to provide a new pedestrian/cycle bridge over the M60, M62 or M66.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>

<p>3</p>	<p><b>Active travel tunnel improvements</b></p> <p>Requested improvements to existing pedestrian and cycling tunnel beneath the M60 near Parrenthorn Road (Haweswater Underpass), which is currently felt to be unsafe for pedestrians and cyclists. Respondents also suggested that the path that connects Parrenthorn Road and the school should be formally made a bridleway, made suitable for walking and cycling.</p>	<p><b>No Design Change</b></p> <p>It is not within the scope or budget of the Scheme to introduce new structures for walking, cycling or horse riding. However, the Applicant has sought to produce a design which does not preclude future upgrades to the local walking, cycling and horse-riding network.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
<p>4</p>	<p><b>Use of Low Noise Road Surface</b></p> <p>Suggestions to use sound reducing tarmac (low noise tarmac) as a basic requirement for all areas within sight of the motorway, and to replace all hot rolled asphalt with low noise surface on the M66, specifically to the north of junction 18.</p>	<p><b>No Design Change</b></p> <p>A conventional low noise road surface would be laid as standard by the Applicant for all new road and road resurfaced as part of the Scheme. The installation of a low noise surface with better noise reduction performance than a conventional low noise surface would be provided between junction 17 and junction 18 of the M60.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
<p>5</p>	<p><b>Use of noise barrier</b></p> <p>Suggestions to reduce noise disruption, including planting evergreen vegetation and providing narrow strips of land planted with hedges adjacent to the motorway as a natural barrier.</p>	<p><b>No Design Change</b></p> <p>The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11, Noise and Vibration of the ES (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. Noise mitigation measures are considered in the order of source/path/receptor, with examples of mitigation at source being road surfacing and path including noise barriers or earth bunds. This is because noise mitigation at source benefits a wider area than the other forms of mitigation. The Applicant will install a Low Noise Road Surface with better noise reducing performance</p>



		<p>than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the ES (TR010064/APP/6.1) this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.</p> <p>The use of shrubs or trees as a noise barrier has been shown to be effective only if the foliage is at least 10m deep, dense and consistent for the full height of the vegetation. Alongside the M60 between junction 17 and 18, there is not sufficient space to provide such quantity of vegetation. In addition, the maintenance requirements for such an amount of vegetation is high and would often need to be undertaken at night.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
6	<p><b>Use of planting as barrier</b></p> <p>Suggestions to provide more noise barriers/screening alongside the motorway, new slip road and loop section. Requested that trees bordering the allotment and motorway are lowered to encourage thickening at the base and therefore better screening from traffic.</p>	<p><b>No Design Change</b></p> <p>The use of shrubs or trees as a noise barrier has been shown to be effective only if the foliage is at least 10m deep, dense and consistent for the full height of the vegetation. Alongside the M60 between junction 17 and 18, there is not sufficient space to provide such quantity of vegetation. In addition, the maintenance requirements for such an amount of vegetation is high and would often need to be undertaken at night.</p> <p>As part of the Scheme design, the trees bordering the allotment and motorway would need to be removed to allow the construction of a new retaining wall at the top of the embankment. The Applicant will be replacing the vegetation along the embankment with native trees and shrubs with a higher proportion of lower growing shrubs including evergreens, which should provide better screening in the future. The Applicant will also</p>

		<p>try to avoid disturbing the trees and other vegetation nearer the bottom of the embankment as much as possible.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
7	<p><b>All movements</b></p> <p>Suggestion to lengthen the slip road (from M60 Northbound to M60 Westbound) to ease the flow of traffic anti clockwise.</p>	<p><b>No Design Change</b></p> <p>The slip road anti-clockwise for the M60 Northbound to M60 Westbound movement is upgraded from a single lane to two lanes and designed in accordance with current standards. This would mean that the Scheme essentially doubles the volume of traffic able to make this movement without having to navigate through the signalised junction, compared to the existing arrangements.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
8	<p><b>All movements</b></p> <p>Suggestion for M66 to M62 East to move to a longer junction allowing M60 clockwise traffic to go over Simister Island and then peel off to the left and loop back to the M66/M60, as there would be more separation of vehicles.</p>	<p><b>No Design Change</b></p> <p>The Scheme is the optimal solution for the junction in relation to land take, functionality of the strategic road network, the environment and sustainability. This option would provide little in terms of Scheme benefits and be significantly more expensive thus reducing the benefit to cost ratio of the Scheme. Further details of the economic assessment undertaken for the Scheme can be found in Chapter 5 of the Case for the Scheme (TR010064/APP/7.1).</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
9	<p><b>Alternative sustainable proposal</b></p> <p>Suggested alternative more sustainable and environmentally friendly proposal and offered to resubmit it again.</p>	<p><b>No Design Change</b></p> <p>Over 150 alternative design combinations were reviewed by the Applicant during the early development of the Scheme, and these were ultimately refined down to 6 design options. The original 150 design combinations included elements of the design proposed by this respondent and as such this alternative design has already been discounted by the Applicant. Further details on the alternative options considered can be found in the Chapter 3, Assessment of Alternatives of the ES (TR010064/APP/6.1)</p>

		For further details see <b>Annex Q</b> of this Report.
10	<p><b>Alternatives</b></p> <p>Suggestion to replace the entire junction with a free-flowing interchange similar to the M5/M4 junction near Bristol.</p>	<p><b>No Design Change</b></p> <p>Whilst this would most likely resolve any of the existing issues of congestion experienced at the junction, the cost and footprint of this would result in significant land take and demolition of properties in Simister village. Ultimately, the benefits compared to the cost would mean the Scheme would not be economically viable.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
11	<p><b>Bus lanes</b></p> <p>Suggested a provision of dedicated bus or coach lane.</p>	<p><b>No Design Change</b></p> <p>A dedicated bus lane would not be appropriate for the Scheme as only a limited number of buses use this route. Additionally, the Strategic Road Network (SRN) cannot accommodate dedicated bus lanes as all vehicles need to access the full width of the highway in order to be able to join and leave the motorway safely. Secondly, the additional lane would be more beneficial for all road users to increase the overall capacity of the M60. This will reduce journey times and congestion at this location on the strategic road network.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
12	<p><b>Connecting M60 East to the roundabout</b></p> <p>Suggestion to keep access to the Simister interchange roundabout from M60 eastbound.</p>	<p><b>No Design Change</b></p> <p>Retaining the connection from M60 eastbound to the junction 18 circulatory carriageway would negatively affect the benefits of the Scheme as it would erode any economic and traffic flow benefit that the new “Northern Loop” provides. Additionally, retaining the link to the circulatory would result in contradictory signing and would likely cause confusion for road users trying to access the Northern Loop, resulting in late manoeuvres and increased accidents.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>

<p>13</p>	<p><b>Design of Pond 6</b></p> <p>Suggested that Pond 6 could be bigger and drain the land on the Trees Estate and Whitefield Golf Course.</p>	<p><b>No Design Change</b></p> <p>There has been a significant change to the Catchment 6 drainage strategy, providing on-line attenuation on the network combined with using a different outfall point further downstream, rather than the pond system in Whitefield. Pond 6 has been removed from the Scheme.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
<p>14</p>	<p><b>Flooding issues</b></p> <p>Mention of current problems with drainage and flooding around the motorway, between Sandgate Road and Haweswater tunnel, Marston Close area, and areas planned for replacement footpaths, on the exit at junction 17, around Pole Lane, Prestwich junction 17, the area behind Westlands and M60 leading onto M60 at 32/2B.</p> <p>Suggestions there is a lack of working drainage and that the drains are not cleared regularly. The concern is mostly around surface water and heavy rainfalls, which cause risk to safety on the M60 also area is often water-logged, mostly during heavy rains.</p>	<p><b>No Design Change</b></p> <p>The Applicant is aware of these issues, specifically existing surface water flooding on the strategic road network (SRN). The Scheme will address historic drainage issues through provision of new drainage infrastructure on the SRN. If existing issues are caused by local authority drainage networks, these are the responsibility of the local lead flood authority and won't be resolved by the Scheme.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
<p>15</p>	<p><b>Flyover</b></p> <p>Suggestion to provide a 4 laned fly over (2 in each direction).</p>	<p><b>No Design Change</b></p> <p>This option would be too expensive and too environmentally damaging meaning the Scheme would not be economically viable. Further details about the economic</p>

		<p>assessment for the Scheme can be found in Chapter 5 of the Case for the Scheme (TR010064/APP/7.1)</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
16	<p><b>Future development sites</b></p> <p>Requested that future development sites are considered so the Scheme won't negatively impact development of unused land, including Seddon land selected for the Scheme as they are planning residential developments which may be impacted. Concern over not including Places for Everyone in assessment. Concern over permanent access rights limiting the possibilities of redevelopment of the land.</p>	<p><b>No Design Change</b></p> <p>The modelling of the Scheme does consider future developments and future traffic growths. The modelling of the Scheme traffic model is based on Department for Transport (DfT) guidance, and only includes development sites that are 'Near Certain' and 'More Than Likely'. In areas where there are no future planned developments, background traffic growth predictions provided by the DfT have been used. The modelling excludes development sites where the classification is either 'Reasonably Foreseeable' (i.e., the outcome may happen) or 'Hypothetical' (i.e., there is considerable uncertainty whether the outcome will ever happen). As an example, the details of the Places for Everyone plan, and the associated sites (which include the Northern Gateway sites) are still under development. These development sites / areas are therefore omitted from the modelling and are not reported in the Transport Assessment (TR010064/APP/7.4). Currently the classification for Places for Everyone is 'Hypothetical' (i.e., considerable uncertainty whether the outcome will ever happen). The Applicant is monitoring the progress of Places for Everyone through the planning process, and if the classification of the Places for Everyone plan changes to 'Near Certain' or 'More Than Likely' then these sites can be included in any future modelling.</p> <p>In terms of access rights, the Applicant would welcome discussion regarding agreement to provide flexibility for future use/development of this land and the potential creation of a reasonably convenient and fit for purpose alternative access arrangement across this area.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
17	<p><b>Future proofing of smart motorway equipment</b></p>	<p><b>No Design Change</b></p> <p>Access for maintenance has been considered carefully throughout Scheme design. A</p>

	<p>Concern over the ability to maintain the smart motorway equipment (cameras, signals, etc.) and gantries with limited possibilities to stop nearby due to the addition of a fifth lane between Junction 17 and Junction 18. Suggestion to incorporate any further smart motorway equipment for the M66 and M60 south during the project possibly having segregated speed limits for different lanes that are going to different locations.</p>	<p>number of off-network maintenance accesses will be provided throughout the Scheme to ensure that the Scheme, gantries and motorway technology can be maintained safely. For further details see <b>Annex Q</b> of this Report.</p>
18	<p><b>Hard shoulder removal</b></p> <p>Objected to the removal of the current hard shoulder on motorway.</p>	<p><b>No Design Change</b></p> <p>The Scheme would widen the carriageway between junctions 17 and 18 and create a new hard shoulder at the side of the new traffic lanes. It does not result in the loss of the hard shoulder. For further details see <b>Annex Q</b> of this Report.</p>
19	<p><b>Include a full hard shoulder</b></p> <p>Suggestion to include a hard shoulder along the whole motorway.</p>	<p><b>No Design Change</b></p> <p>The Applicant considered installing a hard shoulder for 100% of the link between junction 17 and junction 18. It would have required significant land take from properties adjacent to the motorway as well as the demolition and rebuilding of a number of existing highway structures e.g. Haweswater Aqueduct and Sandgate Road Bridge, which would be not economically viable.  The Scheme will increase the hard shoulder provision in the eastbound direction and maintain the existing provision in the westbound. For further details see <b>Annex Q</b> of this Report.</p>



20	<p><b>Increase size of ponds</b></p> <p>Suggestion to make the ponds bigger so they could be used as a reservoir for emergency drought and funding from United Utilities could be received.</p>	<p><b>No Design Change</b></p> <p>The ponds are provided for the purposes of water attenuation and/or water quality treatment. Where the ponds are provided for attenuation, they have been sized to accommodate the rainfall events in line with Design Manual for Roads and Bridges. There would be significant consideration/consultation needed to consider these features as reservoirs. There would be the introduction of additional regulations (above a certain size under the Reservoirs Act) which would lead to additional maintenance requirements. There would also be the associated issues regarding increased land take and potential flood risk implications downstream. They would need to be significantly larger than they are in order to hold enough water to support any emergency drought use, which ultimately is not feasible within the scope of the Scheme.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
21	<p><b>Integration of the scheme with the rest of the M60 &amp; junction 17 upgrade</b></p> <p>Suggestion to ensure the Scheme integrates well with the rest of the motorway going toward junction 17 and beyond, as often the queue at Simister Island in this direction is being caused by backlog from further down and not by the junction itself. Suggestion to upgrade junction 17.</p>	<p><b>No Design Change</b></p> <p>It is correct that queuing on the M60 westbound between M60 junction 17 and junction 18, is often caused by issues / capacity between junction 16 and junction 13. However, the Government's second Road Investment Strategy (RIS) included a commitment for the Applicant to improve Simister Island Interchange between the M62, M60 and M66, the Scheme is working towards delivering this. Ultimately, the objectives of the Scheme are limited to resolving the known issues at Junction 18, M60 eastbound approach and M60 northbound approach and improving junction 17 would not resolve the issues identified at junction 18 that need resolving.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
22	<p><b>Lighting</b></p> <p>Suggested that the Scheme should be fully lit with LED lighting and that the assessment outlined in the consultation should include the consequential impact and variance from</p>	<p><b>No Design Change</b></p> <p>The Applicant identified, that due to the junction layout and the short distances between junctions on the M60 all sections of the Scheme will either remain lit or will be provided with new lighting in accordance with design standards. However, these will only cover the lighting requirements within the Scheme extents. In relation to the M66, the new</p>

	current lighting arrangements. Suggested to consider the lighting be timed to exclude off peak times in order to minimise light pollution.	southbound diverge, the existing northbound merge and the M66 through junction 18 will be lit. For further details see <b>Annex Q</b> of this Report.
23	<b>Lighting on M66</b>  Suggested new lighting on M66.	<b>No Design Change</b>  The Scheme would install lighting on all new links and on existing slip roads. The M60 mainline (between junction 17 and junction 18) and the new M66 southbound diverge slip road lighting will be updated. For further details see <b>Annex Q</b> of this Report.
24	<b>Alternative location of Pond 1</b>  Suggested that attenuation Pond 1 could be located closer to the Northern Loop, within the inner area of the loop or in the curve around the base of loop, as the proposed location of Pond 1 is not space efficient.	<b>No Design Change</b>  Pond locations have been optimised in terms of land take and are dictated by a combination of the hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) of the drainage design as well as the location of the existing outfalls (watercourses or existing culverts). It is important that the drainage and water from the highway can reach the ponds and outfalls efficiently, without the need for pumping stations which would require increased land take and capital cost. As such, the pond locations are driven by these factors. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the ES (TR010064/APP/6.1).  During development of the preliminary design, locating the pond in the middle of the loop was considered and discounted due to the levels and treatment needed. Having a pond at a higher level than the lowest point of your carriageway surface for any catchment means there would be a pumping station needed in order for that water to be treated and cleansed of pollutants (oil, copper, zinc) sufficiently prior to being discharged to the outfall / watercourse. Pond 1 is at the lowest point of the network which supplies it and this is important to avoid having to pump surface water from carrier pipes into it. For further details see <b>Annex Q</b> of this Report.

25	<p><b>Alternative location of Pond 2</b></p> <p>Queried whether Pond 2 is necessary for the Scheme and whether there is a viable alternative to water overflow from the motorway and could it be diverted elsewhere.</p>	<p><b>No Design Change</b></p> <p>Pond locations have been optimised in terms of land take and are dictated by a combination of the hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) of the drainage design as well as the location of the existing outfalls (watercourses or existing culverts). It is important that the drainage and water from the highway can reach the ponds and outfalls efficiently, without the need for pumping stations which would require increased land take and capital cost. As such, the pond locations are driven by these factors. Further details can be found in Chapter 13, Road Drainage and the Water Environment of the ES (TR010064/APP/6.1).</p> <p>Pond 2 is required for water quality treatment purposes only. Attenuation of water is provided within the drainage network as part of the highway. The Applicant is required to ensure that discharges of highway runoff meet certain criteria in terms of water quality to ensure that there is no detriment to the receiving watercourse. The water quality assessments which have been undertaken can be found in Appendix 13.2 Water quality assessment report of the ES Appendices (TR010064/APP/6.3).</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
26	<p><b>Alternative location of Pond 7</b></p> <p>Suggested different location for Pond 7 and requested more information why so much land is planned to be taken for Northern Loop. Suggestion of more rational location near Marston Close.</p>	<p><b>No Design Change</b></p> <p>Pond locations have been optimised in terms of land take and are dictated by a combination of the hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) of the drainage design as well as the location of the existing outfalls (watercourses or existing culverts). It is important that the drainage and water from the highway can reach the ponds and outfalls efficiently, without the need for pumping stations which would require increased land take and capital cost. As such, the pond locations are driven by these factors. Further details can be found in Chapter 13, Road Drainage and the Water Environment of the ES (TR010064/APP/6.1).</p> <p>Pond 7 would be located north of the new M60 eastbound to M60 southbound link. Pond 7 serves catchment 7 which consists of the new paved area for the new M60 eastbound diverge and link road to the M60 southbound, up to the high point on the new Pike Fold</p>

		<p>Viaduct located above the M66 northbound slip road. Catchment 7 also includes the paved areas for the M60 eastbound to M66 northbound link.</p> <p>The specific location of Pond 7 is driven by a combination of factors, to ensure that the Scheme can implement mitigation for environmental effects arising as a result of the Scheme, such as visual impact. This is why the pond is located east of a new area of woodland planting that provides screening of the new M60 eastbound to M60 southbound link from properties on Marston Close and Rothay Close.</p> <p>The suggested location for Pond 7, the “rectangular shaped piece of land between the M60 and Marston Close” is land that is accessed frequently by local residents for recreational use, that could be deemed “public open space”. As such, the Scheme has been conscious not to impact on such land where additional offsetting or mitigation could be required, further increasing the land take requirements for the Scheme to offset the loss of amenity land. The land would also require a greater level of site clearance in terms of trees and vegetation compared to the current proposed location. Finally, the pond is presently located on a relatively flat area of land, reducing the overall pond depth and the amount of material that the contractor would need to remove if the pond was located closer to the new link. The existing topography slopes from a high point on the M60 eastbound diverge link to a plateau where the pond is located, that is also co-incident with a number of existing drainage carrier pipe systems, which creates a more efficient hydraulic solution.</p> <p>The land take required for the northern loop is dictated by the horizontal geometry (i.e. the radius of the curve that loops round from the new viaduct to connect to the M60 southbound). Too tight a curve (i.e. a smaller curve) would mean that the link would be unsafe for motorists to navigate (especially HGVs) without imposing very strict speed limits, this in turn would impact on journey time and the negatively impact the benefits that the Scheme provides. If the curve is too relaxed (i.e. a larger curve), then the land take and associated cost of that land would make the Scheme economically unviable, and this would also have a major impact on the wider environment. Therefore, the loop geometry as presented in the Scheme design, is a balance of these factors.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
--	--	---

<p>27</p>	<p><b>Locations of ponds</b></p> <p>Objected towards the locations of ponds (mostly 1 and 2, but also 4, 5 and 7, or without mentioning specific one) due to reasons such as inefficient use of land, use of agricultural lands, landscape and farm values, proximity to primary schools and residential areas, impact of public rights of way and safety esp. for children near Pond 7.</p>	<p><b>No Design Change</b></p> <p>Pond locations have been optimised in terms of land take and are dictated by a combination of the hydraulic modelling of the drainage design as well as the location of the existing outfalls (watercourses or existing culverts). It is important that the drainage and water from the highway can reach the ponds and outfalls efficiently, without the need for pumping stations which would require increased land take and also additional cost.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
<p>28</p>	<p><b>Lorry lane</b></p> <p>Suggestion to identify one lane as a lorry lane/crawler lane on M62 leading up to junction 18 which ends in centre of junction 18, this would allow cars merging to M60 to overtake lorries in more lanes thus keeping 70mph flow. As the “lorry lane” ends there any traffic merging from junction 19 slip road would be able to join lane as usual as the lorry lane ends allowing trucks to get out of way.</p>	<p><b>No Design Change</b></p> <p>It is not feasible to mandate that only specific lanes can be used by HGV’s as this would potentially be unsafe given that the strategic road network utilise grade separated junctions, specific HGV lanes would potentially prohibit non-HGV vehicles from joining or leaving the motorway as these vehicles would not be permitted to enter or cross a specific HGV lane. Normal motorway regulations apply in that HGV’s are not permitted in the offside lane.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
<p>29</p>	<p><b>M60 East to M62 East and M66 North via Northern Loop</b></p> <p>Suggested to create the exit for the loop further along the motorway, realigning the entry slip roads for the M62 eastbound instead of forcing a large number of traffic movements into a small amount of space. It would also</p>	<p><b>No Design Change</b></p> <p>The suggestion to re-position the M60 eastbound to M60 southbound diverge east of junction 18 would remove the viaduct structure over junction 18 slip roads and the M66 mainline. However due to limited space it would require the modification of the existing M62 overbridge at junction 18 to accommodate four eastbound lanes and a hard shoulder. Additionally, the diverge would require a skewed structure (i.e. a structure not perpendicular to the road it is abridging, skewed structures require larger spans, more materials and are more expensive) over the realigned M62 eastbound merge and a</p>

<p>reduce the length of bridge spans needed.</p> <p>Stated that if a single hard shoulder lane is created to get onto the M60, it needs to be very clear that the left of the two lanes is for M60 junction 18 only with the inability to exit that lane. If the intention is to just have 1 lane getting on then the respondent suggested to consider the effects of 5 lanes with traffic not slowing down at all and it would almost be better to have 17 traffic having to go via the loop and the option to join the M62 and M60 given to mitigate accident risk.</p>	<p>redesign of the loop. The design would require several departures from standard, mainly from clauses in Design Manual for Roads and Bridges standards CD109 (Highway Link Design) and CD122 (Geometric design of grade separated junctions) associated with the horizontal geometry, vertical geometry, visibility, and weaving. Realigning the entry slip for the M62 eastbound would impact the structure at Egypt Lane and the weaving length between junction 18 eastbound merge and Birch services would be considerably reduced. The respondent's suggestion I would also result in a significant increase in the Scheme costs, construction programme, land take and environmental impacts to a point where such the Scheme would be unviable and unaffordable.</p> <p>The corridor between M60 junction 17 and junction 18 would require traffic movements to access the diverges on the M60 eastbound at M60 junction 18. These conflicts will not be significantly different to the existing conflicts in the current arrangement. A traffic signing and road marking design has been developed to ensure the M60 junction 18 eastbound diverge operates as safely as possible. In 2019 the M60 junction 17 – junction 18 link had a lower collision rate per billion miles than the national motorway average and it is anticipated that this safety record will continue after the scheme is completed. The year 2019 has been used as a comparison year as it was after the conversion to controlled motorway had been completed and before the impacts of Covid Pandemic, which resulted in far fewer motorway journeys being taken and therefore wasn't wholly representative of demand.</p> <p>Traffic joining M60 eastbound at junction 17 wishing to access the M60 southbound would stay in the new lane 1 without merging with other lanes prior to the junction 18 diverge. Traffic joining the M60 eastbound at junction 17 and wishing to access M66 northbound would need to make one lane change movement. Traffic joining the M60 eastbound at junction 17 wishing to continue eastbound on M62 would still be required to make two lane change movements to access lane 3, which is a similar number of lane changing movements to the existing arrangement, considering that the current merge at junction 17 is a taper merge. Advanced directional signage and road markings will be provided to help motorists identify which lanes they need to be in.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
---	---



30	<p><b>Location of Northern Loop</b></p> <p>Stated that the Northern Loop location is wrong and suggested moving the Northern Loop to the right of the free flow lane and change in location of the exit lane from M62 eastbound into the M66 north.</p>	<p><b>No Design Change</b></p> <p>The traffic flows from the junction and the current traffic model identifies that significant congestion is associated with the M60 eastbound to M60 southbound movement, this is mitigated through the provision of the M60 eastbound to M60 southbound link via the “Loop”. The reason why the M66 northbound exit is to the right of the M60 southbound exit is due to the Scheme needing to reduce the overall permanent land take and impact on private properties. Adding on another link to the left of the new M60 eastbound to M60 southbound link would significantly increase the footprint of the Scheme and require the acquisition of a number of properties at the end of Brathay Close and Rothay Close as well as Cowl Gate Farm. As such, when this option was compared to retaining the existing link that takes M60 eastbound traffic directly to the junction 18 signalised junction, it was not considered beneficial in terms of value for money over the benefits it would add. So, for motorists joining at junction 17, who wish to access the M60 southbound, they don’t need to move lanes as they can stay in the left most lane. M60 eastbound traffic, already on the M60 upstream of junction 17, has to make two lane change movements to access the M60 southbound and one lane change to access the M66 northbound.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
31	<p><b>M60 North full approach</b></p> <p>Stated that more needs to be done to reduce standing and stop-start traffic at this junction, particularly on the northbound M60 at junction 18.</p>	<p><b>No Design Change</b></p> <p>The new M60 northbound to M60 westbound link will increase the capacity of that link compared to the existing arrangement. As such, the Applicant anticipates that this should resolve some of the issues of stop-start traffic on the northbound M60. For further details, please refer to the Transport Assessment (TR010064/APP/7.4).</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
32	<p><b>M60 North to M60 South widening</b></p> <p>Suggested that the new link from M60 East to M60 South should be dual lane.</p>	<p><b>No Design Change</b></p>

		<p>The proposed loop has been designed to current Design Manual for Roads and Bridges standards and incorporates 2 lanes for its entire length. The merge arrangement on to the southbound M60 is a double lane gain.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
33	<p><b>M60 North to M60 West full approach</b></p> <p>Suggested that the whole approach from the M60 northbound towards junction 18 to travel anti-clockwise on the M60 needs to be looked at.</p>	<p><b>No Design Change</b></p> <p>As noted, there are severe congestion issues in and around junction 18, particularly during the peak periods. An additional lane on the M60 northbound to westbound link is being proposed to help reduce congestion the M60 northbound during the morning peak.</p> <p>The proposed design keeps the current speed limits but improves congested areas by adding further capacity and making it easier to join the M60 mainline.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
34	<p><b>M60 North to M62 East free flow link</b></p> <p>Suggested a free-flow link M60 north bound to the M62 east bound.</p>	<p><b>No Design Change</b></p> <p>The Scheme is the optimal solution for the junction in relation to land take, functionality of the Strategic Road Network (SRN), the environment and sustainability. With the addition of the proposed Northern Loop, the junction 18 circulatory carriageway signals will be modified, and more time given to the remaining movements through the junction, such the M60 northbound to M62 eastbound. This will allow the circulatory to function more efficiently reducing journey times for all users.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
35	<p><b>M60 South to M60 West slip road</b></p> <p>Disagreed with use of the existing carriageway to create a second free-flow lane between the M60 northbound to the M60 westbound (anti-clockwise). Stated that the proposed design for</p>	<p><b>No Design Change</b></p> <p>An “M60 south to M60 west” movement is not included within the Scheme. As such, it is assumed that by “south” the respondent means “south of junction 18” and they are therefore querying the improvement of the M60 northbound to M60 westbound link. The traffic simulation for the M60 northbound to M60 westbound link, which is being widened</p>

	M60 south to M60 west won't improve traffic flow and that these plans should be reconsidered.	from one lane to two lanes, shows this layout to work and in a more efficient way compared to the existing layout, reducing any queuing traffic on the M60 northbound diverge.  For further details see <b>Annex Q</b> of this Report.
36	<b>M60 to M62 full approach</b>  Suggested to consider M60/62 first before M66.	<b>No Design Change</b>  The Scheme has been developed in line with the preferred route announcement. It will add additional capacity to the M60 junction 17 to junction 18 link. The improvements to the M66 are required to make the junction function efficiently. The improvements at junction 18 are also necessary as the junction is over capacity and a cause of congestion.  For further details see <b>Annex Q</b> of this Report.
37	<b>Motorway cameras</b>  Suggested installing cameras on M60 to limit dangerous driving, specifically at the approach to the junction travelling north on the M60 towards Bury and introduce fines to remove dangerous lane changing.	<b>No Design Change</b>  The Scheme proposes both CCTV and enforcement cameras as part of the Scheme. However, enforcement cameras are not capable of identifying and prosecuting dangerous lane changing. The proposals at junction 18 will allow the police to monitor the M66 and the M60.  For further details see <b>Annex Q</b> of this Report.
38	<b>Moving traffic for the M62 off the M60</b>  Suggested to deviate traffic from the M62 away from the M60. Suggested Whitefield bypass routing the M62 traffic away.	<b>No Design Change</b>  The strategic road network (SRN) exists to facilitate the mass movement of freight and private motorists to move over large distances at higher speeds than would be possible on non-strategic A and B roads. They have the capacity to deal with much larger traffic flows. As such, it is also important that they are accessible and constructed on routes that are balanced in terms of accessibility, amenity, desire line and environmental constraints or other physical obstructions of either the built environment or natural environment/topography. To construct an entirely new strategic route away from the M60

		<p>in north Manchester would require a significant budget and would need to generate substantial benefits to meet the government's funding conditions in terms of benefit-cost ratio (BCR).</p> <p>The Scheme specifically looks at the Simister Island junction and the junction 17 to junction 18 link. A scheme of the suggested nature would potentially have significant impacts for the surrounding area in terms of land take and environmental impacts. The previously considered Whitefield Bypass in the 1990's would have major disruption for residents and road users. It would also require the purchase of residential and commercial properties as there is no space to construct a new road. The bypass would also have a significant cost which would struggle to meet the funding thresholds for Department for Transport (DfT) and the Applicant.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
39	<p><b>National guidance</b></p> <p>Requested to consider several national publications about transport systems.</p>	<p><b>No Design Change</b></p> <p>As the Scheme is being promoted, funded, and developed by the Applicant, who is responsible for managing, maintaining and improving the Strategic Road Network (SRN) (motorways, major A roads and trunk roads) in England, the Scheme has not been assessed against other "non-car" options. As such, the Applicant has defined the scope of this project which has a focus on improvements to the SRN and not other networks which more widely support public transport or rail connectivity. Partners including Transport for Greater Manchester (TfGM) and local authorities are responsible for improvements to public transport in Greater Manchester. The Applicant is working with TfGM and Greater Manchester Combined Authority (GMCA) in development of the Scheme and is consulting with UK Health Security Agency (formerly Public Health England (PHE)).</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
40	<p><b>Northern Loop Design</b></p>	<p><b>No Design change</b></p>

	<p>Concern over M66 slip road passing over the Northern Loop in terms of bigger noise pollution and visual impacts. Suggestions that Northern Loop should be reconsidered and that the Northern Loop should have two lanes from M60 junction 17.</p>	<p>The Northern Loop provides a free-flow link between M60 Eastbound and M60 Southbound, removing circa 30,000 vehicles a day from Simister Island signalised junction. In harmony with the increased capacity of the M60 between junction 17 and junction 18, it serves to ensure that journey times for traffic navigating the junction are not compromised. The design of the Northern Loop and M66 southbound diverge slip and link road has been optimised to prioritise road safety and material efficiency during construction. Changes in road traffic noise at nearby residential dwellings as a result of this change is negligible. There will be more traffic using the Northern Loop than the M66 southbound diverge and link so having the loop lower down will be more beneficial in terms of noise than if it passed over the top. Furthermore, there are a low number of receptors near the loop.</p> <p>The assessment of road traffic noise is set out in Chapter 11, Noise and vibration of the ES (TR010064/APP/6.1). The road traffic noise model shows that there will be a localised increase in noise close to the Northern Loop, although it is not predicted to cause adverse impacts on surrounding sensitive receptors when the whole Scheme is taken into consideration. This is because road traffic noise from traffic using the M60, M62 and M66 remains the dominant noise source. A Landscape and Visual Impact Assessment (LVIA) has been undertaken and is included in the Chapter 7, Landscape and visual of the ES (TR010064/APP/6.1). The assessment has looked at the impacts of the Northern on people's views Loop during the construction and operational phases. The proposed loop has been designed to current Design Manual for Roads and Bridges standards and incorporates 2 lanes for its entire length. The merge arrangement on to the southbound M60 is a double lane gain.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
41	<p><b>Pedestrian diversions</b></p> <p>Objected towards the removal and diversion of ProWs, stating that they are used by local residents. The road works should not worsen the active travel conditions and objected due to lack of information in the materials.</p>	<p><b>No Design Change</b></p> <p>There will be no long-term impact on the amenity of the ProWs. The same levels of connectivity will be maintained. Permanent diversions are being provided for all affected ProW but the Applicant is legally constrained by what can be done as part of the Scheme (e.g. taking land for essential mitigation measures rather than for enhancement). However, the Applicant has sought to produce a design which does not preclude future</p>

		<p>upgrades to the local walking, cycling and horse-riding network and is investigating funding from other sources for a separate scheme to enhance walking, cycling and horse-riding routes across the Strategic Road Network (SRN) nearby.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
42	<p><b>Permanent land acquisition</b></p> <p>Stated that due to impacts of the Scheme on property, compulsory purchase would be preferred solution.</p>	<p><b>No Design Change</b></p> <p>The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
43	<p><b>Location of Pond 1</b></p> <p>Suggested to consider "Places for Everyone" scheme design as a new road planned in that scheme will conflict with Pond 1.</p>	<p><b>No Design Change</b></p> <p>The modelling of the Scheme does consider future developments and future traffic growths. The modelling of the Scheme traffic model is based on Department for Transport guidance, and only includes development sites that are 'Near Certain' and 'More Than Likely'. In areas where there are no future planned developments, background traffic growth predictions provided by the DfT have been used. The modelling excludes development sites where the classification is either 'Reasonably Foreseeable' (i.e., the outcome may happen) or 'Hypothetical' (i.e., there is considerable uncertainty whether the outcome will ever happen). As an example, the details of the</p>



		<p>Places for Everyone plan, and the associated sites (which include the Northern Gateway sites) are still under development. These development sites / areas are therefore omitted from the modelling and are not reported in the Transport Assessment (TR010064/APP/7.4). Currently the classification for Places for Everyone is 'Hypothetical' (i.e., considerable uncertainty whether the outcome will ever happen). The Applicant is monitoring the progress of Places for Everyone through the planning process, and if the classification of the Places for Everyone plan changes to 'Near Certain' or 'More Than Likely' then these sites can be included in any future modelling. Pond 1 is required for the scheme. Ultimately, the Places for Everyone design, when it commences in more detail, would need to be developed around the infrastructure on the ground such as Pond 1 and the Northern Loop.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
44	<p><b>Use of ponds</b></p> <p>Objected towards the use of ponds giving reasons such as destruction of the environment and green belt, flood risk, safety, maintenance and effectiveness concerns. Stated that instead of adding ponds the existing drains should be cleared.</p>	<p><b>No Design Change</b></p> <p>Ponds are necessary in addition to increasing capacity of drainage network to mitigate future climate change allowances and meet Design Manual for Roads and Bridges requirements for water quality and attenuation.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
45	<p><b>Access to Pond 2</b></p> <p>Concern around the access to Pond 2 due to the current capacity of Griffie Lane.</p>	<p><b>No Design Change</b></p> <p>Once constructed, drainage ponds, including Pond 2, will only need to be accessed for routine maintenance, which is only very infrequently and in the event emergencies such as spillage events on the motorway network.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>

46	<p><b>Provision for disabled motorists</b></p> <p>Suggested to make provision for disabled motorists both during construction and final operation.</p>	<p><b>No Design Change</b></p> <p>The Scheme has been designed to the current Design Manual for Roads and Bridges standards which are for all motorists, including those with disabilities. For example, the size of text on traffic signs is as per Design Manual for Roads and Bridges standards and the M60 junction 17 to junction 18 link will be illuminated with street lighting. Where undertaking any activity that can have a direct or indirect impact on people with protected characteristics, including physical disabilities, an Equality Impact Assessment (EqIA) (TR010064/APP/7.7) has been produced.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
47	<p><b>Road safety</b></p> <p>Suggested that the design is a poor operational solution and expressed concern over safety of the design. Specific concerns relate to the addition of a fifth lane in both directions and a hard shoulder leading to narrower lanes between Junction 17 and Junction 18. Concerns over safety at the junction at Lime Avenue and potentially more accidents due to increased traffic.</p>	<p><b>No Design Change</b></p> <p>The Scheme has been through safety risk assessment. There are a number of processes in place that apply to all of the Applicant's schemes. They include a safety report and a safety plan to demonstrate how the Scheme will address safety both during construction and operation. Significant effort has been spent on ensuring the M60 junction 17 – 18 link will operate as safely as possible with the proposed layout. With regard to concerns about safety at Lime Avenue during construction, there has been a significant change to the Catchment 6 drainage strategy, providing in-line attenuation combined with using a different outfall point further downstream, rather than the pond system in Whitefield. This means there will be no construction traffic through the Trees Estate to access Pond 6.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
48	<p><b>Northern Loop Safety</b></p> <p>Stated the Northern Loop M60 to M66 should be moved to the right of the free flow lane which flows M60 to M60 to prevent accidents. Suggested that in terms of grade separate</p>	<p><b>No Design Change</b></p> <p>The proposed loop has been designed to current Design Manual for Roads and Bridges standards and meets the design requirements for superelevation (camber) and is designed to ensure that HGV's specifically can navigate the links safely. Due to physical constraints, it is not possible to locate the Northern Loop diverge after the free flow lane.</p>

	<p>junction, it should be considered if the Camber on the Loop Roads is sufficient to avoid Rollovers by giving strong vertical support to HGV with High Centre of Gravity loads.</p>	<p>A traffic signing and road marking strategy is being developed to ensure the junction 18 eastbound diverge operates as safely as possible.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
49	<p><b>Signage</b></p> <p>Requested a clear signage on the junction and in the area so drivers could prepare in advance which lane they will need to use and have no doubts which lane they should choose for their journey. This includes gantry signing, road markings, Get in Lane signs, colour coordinating lanes. All roads were mentioned, but most commonly M60 junction 17 – junction 18 and the Northern Loop, on M60 anticlockwise onto M66 and M60 northbound to westbound free-flow link. There is a current problem with road markings and people using the wrong lane on the roundabout to get onto the M62.</p>	<p><b>No Design Change</b></p> <p>The Scheme will implement a complete overhaul of destination signage on all approaches to M60 junction 18 Simister Island and on the M60 corridor between Junction 17 and 18. Signage on gantries will be supplemented by destination road markings in each lane of the M60. The Applicant will work closely with mapping companies and satellite navigation providers to ensure that links, lane suggestions and route guidance is introduced in a timely fashion with scheme opening. There is no evidence to suggest that the current-coloured lanes at Simister Island junction provide any benefit as these are not supported by supplementary signing. New road markings are proposed to aid route finding/navigation of the circulatory carriageway. The removal of traffic making the M60 Eastbound to M60 Southbound from the signalised junction will increase the overall capacity of the junction and allow for greater optimisation of signal timings for the remaining movements.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
50	<p><b>Reduce speed limit</b></p> <p>Suggested to reduce the speed of traffic (e.g. by introducing a mandatory 50mph speed limit between junctions 17/18/19 of the M60 to help relieve congestion, improve safety, and as solution to improve air quality and reduce air pollution.</p>	<p><b>No Design Change</b></p> <p>The proposed M60 junction 17 to 18 mainline will operate under variable speed limits controlled by electronic gantry signs in order to increase capacity and smooth the flow of traffic. In relation to junction 18 and junction 19 of the M60, congestion will be reduced through additional capacity added to the southbound mainline through junction 18. Additionally, in the northbound direction additional capacity will be added to the northbound to westbound free flow link. Reducing speed would improve safety, and in certain circumstances may improve air quality. It would also impact on key economic performance metrics related to journey time reliability.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>

51	<p><b>Stop limiting speed</b></p> <p>Suggested stop limiting speeds and avoid long restricted speed zones.</p>	<p><b>No Design Change</b></p> <p>Variable speeds on controlled motorways are used to smooth the flow of traffic and ease congestion. They are also used to manage emergencies on the Strategic Road Network (SRN).</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
52	<p><b>Tree/vegetation planting</b></p> <p>Suggested planting more trees/hedgerows along the motorway to reduce impacts on air quality, wildlife and privacy.</p>	<p><b>No Design Change</b></p> <p>For air quality, trees affect the flow of air pollution around them, therefore, the concentration in one location may increase as more air pollution is channelled to that location by tree(s) and another location may see a decrease, further away there is unlikely to be any discernible change.</p> <p>Chapter 8, Biodiversity of the ES (TR010064/APP/6.1), addresses the impacts on ecological receptors including wildlife. Where impacts have been identified mitigation measures have been proposed which include new woodland, hedgerows trees and wetland tree planting. Figure 2.3, the Environmental Masterplan in Chapter 2, The Scheme of the ES Figures (TR010064/APP/6.2) shows the location of all the proposed planting areas. The Figure 2.3, the Environmental Masterplan has balanced proposed woodland and tree planting with other proposed habitat types for landscape integration and biodiversity and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. The Scheme has aimed to maximise biodiversity delivery and as demonstrated by the biodiversity net gain calculations is predicting a net gain in habitats.</p> <p>The environmental design, shown on Figure 2.3 of the Environmental Masterplan in Chapter 2, The Scheme of the ES Figures (TR010064/APP/6.2) has aimed to reduce the visual impacts from the Scheme by reinstating trees, shrubs, and woodland. The assessment shows that there would be no residual significant visual effects across the Scheme with the exception of one location and there would be beneficial effects (improvements on existing views) in some locations. Figure 2.3, the Environmental Masterplan in Chapter 2, The Scheme of the ES Figures (TR010064/APP/6.2) provides</p>

		<p>details of the environmental design. Evergreen species and slightly larger ‘feathered’ trees will be included in the woodland species mixes to improve visual screening earlier during the establishment of the woodland areas. Chapter 7, Landscape and visual of the ES (TR010064/APP/6.1) includes an assessment on the effect on people’s views during construction, during year 1 of operation, and 15 years after opening when mitigation would have sufficiently established to reduce visual impacts. A series of visualisations of this assessment are in Figure 7.7 Photomontages in Chapter 7, Landscape and visual of the ES Figures (TR010064/APP/6.2). Full details of the assessment can be found in Appendix 7.1 Landscape and visual impact assessment methodology of the ES Appendices (TR010064/APP/6.3).</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
53	<p><b>Unsignalised junction between M60 East and M60 South</b></p> <p>Suggested traffic light free junction between the M60 east and the M60 south, and that the entrance lane from junction 17 eastbound should join the roundabout at junction 18 with the M66 North link and the Northern Loop passing over the top.</p>	<p><b>No Design Change</b></p> <p>The proposed M60 eastbound movements towards the M66 and M60 have been separated. The new Northern Loop will create a free-flowing link for the M60 eastbound to M60 southbound movement removing the need to travel through the signalised junction. The M60 eastbound movement to the M66 has been retained and the connection to the signalised junction removed. This will remove the stationary traffic from this link. The new link and junction layout will be clearly signed by both overhead signs on gantries and destination road markings.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
54	<p><b>Unsignalised junction between M62 West and M60 South</b></p> <p>Suggested that the traffic light free slip road from M62 eastbound to M60 southbound must be preserved and ideally the length of the junction between that and the traffic leaving the roundabout increased or, preferably, guided into different lanes.</p>	<p><b>No Design Change</b></p> <p>The direct link from M62 westbound to M60 southbound is retained as part of the Scheme. The vehicles who previously used the junction 18 circulatory to transition from the M60 eastbound to M60 southbound will now use the new Northern Loop link. Additionally, the southbound connection from the junction 18 circulatory will be closed. Therefore, the issue identified will no longer be present.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>

55	<p><b>Widening of M66</b></p> <p>Suggested to widen where the M66 goes from 4 lanes to 2 to accommodate the cars going from M66 south to carry on as intended like as is coming from M60 north towards Stage Island.</p>	<p><b>No Design Change</b></p> <p>The current proposal shows the M66 dropping to two lanes to the junction 18 roundabout (Simister Island) and two lanes carrying on through junction 18 to the M60 southbound. This arrangement is similar to the existing layout and is sufficient to cater for the current and predicted traffic flows.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
56	<p><b>Ponds Design</b></p> <p>Suggested the area around ponds should be landscaped to encourage active travel, not kept only as technical infrastructure.</p>	<p><b>No Design Change</b></p> <p>Landscaping around the ponds is already a part of the design. The environmental design shown in Figure 2.3, the Environmental Masterplan in Chapter 2, The Scheme of the ES Figures (TR010064/APP/6.2) shows the landscape design of the ponds which will aid landscape integration, provide new ecological habitat and improve visual amenity through planting of native trees and shrubs, wet woodland around the ponds and marginal planting along pond edges. Additionally, fencing will be specified / provided around ponds where they are close to ProW to prevent misuse or trespass.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
57	<p><b>Addition of hard shoulder</b></p> <p>Objected to addition of hard shoulder between junction 17 and junction 18 due to reasons such as increase in noise, unnecessary land take, reducing distance to residential areas, potential narrowing of lanes or expansion into 6 lanes in the future, failure of smart motorway in the area, a general objection towards motorway widening, and reducing land for horse riding.</p>	<p><b>No Design Change</b></p> <p>The introduction of the hard shoulder in addition to the 5-lane carriageway is a result of the Government's announcement to stop the roll out of All-Lane Running (ALR) smart motorways. There would be no room for a 6<sup>th</sup> lane alongside a hard shoulder. As the new hard shoulder is discontinuous (a full hard shoulder cannot be accommodated due to existing physical constraints such as Sandgate Road overbridge) it will not be physically possible to convert that new hard shoulder to a running lane in the future without significant increased land take and works to demolish and replace a significant number of existing structures. No permanent land take is required outside of current land owned by the Applicant along the junction 17 to junction 18 corridor, albeit some temporary land take is required to construct the new earthworks and retaining walls.</p>



		Operational noise levels are not expected to increase to a level that is “materially significant” from the existing baseline. For further details see <b>Annex Q</b> of this Report.
58	<p><b>Motorway widening</b></p> <p>Objected to widening of the motorway between junction 17 and junction 18 due to its impact on residents (extra lane being closer to houses, more noise and air pollution, greenbelt loss). Stated that it is not an effective solution to congestion on junction and does not take into account drivers’ styles and moods. Locations mentioned were Balmoral Avenue, Sandgate Road, Simister Lane, Naseby Walk, Rothay Close, Peveril Close, Unsworth, Warwick Ave, Kensington Street, Philips Park Road, Conisborough Place, Prestfield Court, Simister Lane Bridge, Derwent Ave, Barnard Avenue, Tamworth Avenue, Marston Close, Duddon Close.</p>	<p><b>No Design Change</b></p> <p>The Scheme requires 5-lanes in both directions between junction 17 and junction 18 of the M60. This is achieved by converting the existing hard shoulder to a running lane and providing additional hard shoulders in both directions. No permanent land take is required outside of current land already owned by the Applicant along the junction 17 to junction 18 corridor. For further details see <b>Annex Q</b> of this Report.</p>
59	<p><b>Construction sites</b></p> <p>Concern over locations for compound sites including Pond 2 and Pond 7 and the impact on the neighbouring areas.</p>	<p><b>No Design Change</b></p> <p>All site compounds will have temporary access and egress routes installed off the motorway network so that they can be accessed from the motorway and not via the Local Road Network. This will minimise the construction traffic impact upon the surrounding Local Road Network. The construction compound for Pond 2 will be a small set up for the construction of the drainage pond only. It will be in place for a relatively short period when considered in the context of the wider scheme. This compound will be operational during daytime only. With regards to the main compound, a temporary access and egress will be constructed off the M60 and M66 motorway so that construction traffic will be able to access and egress the site compound without needing</p>

		<p>to travel on the Local Road Network. This will ensure no construction traffic is using Mode Hill Lane and any of the surrounding Local Road Network to travel to/from the site. Temporary bunds and other screening measures may be implemented around the site compound to mitigate any visual impact of the site compound on the surrounding residential areas. Any soil mounds in place for screening would be seeded for visual amenity value.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
60	<p><b>Access to construction sites</b></p> <p>Concerns over proposed access routes to the construction/storage areas. These included Cowlgate Farm, Ross Avenue, Chestnut Avenue, Balmoral Avenue, Mode Hill Lane, Griffe Lane, Simister Lane (alternative access via motorway was discussed at the consultation event), Corday Lane (for Pond 4), Egypt Lane and Pole Lane, stated that these proposals are impractical and will have detrimental effect on residents and motorists, and are unsuitable for heavy traffic and compound site. Concern over Mode Hill Lane becoming an access road for staff and limited possibilities of parking/use of that already narrow road. Concerns over extension of Scheme limits on Mode Hill Lane.</p>	<p><b>No Design Change</b></p> <p>All site compounds will have temporary access and egress routes installed off the motorway network so that they can be accessed from the motorway and not via the Local Road Network (LRN). This will minimise the construction traffic impact upon the surrounding LRN. A number of local roads such as Mode Hill Lane, Egypt Lane and Simister Lane will be used initially during the setup of the compounds by small private vehicles only, any construction traffic would access and egress the construction compound via purpose-built accesses from the motorway network. No parking would be required along local roads, all parking provisions will be included within the temporary site compounds. Measures will be put in place to ensure the workforce; construction vehicles and equipment can access required locations onsite whilst minimising the impact on the LRN. Purpose built haul roads and temporary access points will be constructed to achieve this. Where feasible, access into work areas will be from the Strategic Road Network (SRN) via temporary access points. The LRN will be used initially to allow the installation of the main compound and the satellite compounds. After the construction of the SRN temporary access points, construction vehicles will not be permitted to use the LRN for access other than in emergency situations or when a critical incident has occurred on the SRN. Where access from the SRN is not a feasible solution, the use of the LRN will be required to access these areas. Currently, the only location where this has been highlighted is Griffe Lane. Further details can be found in the Outline Traffic Management Plan (TR010064/APP/7.5).</p> <p>In summary, the Scheme needs to be built in a safe way, initial access will require LRN</p>

		<p>access, but this will be minimised Scheme wide as early as possible in the construction programme.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
61	<p><b>Temporary possession of land</b></p> <p>Concerns over temporary land possession including Griffie Lane being unsuitable for temporary compound, Balmoral Avenue, Ross Avenue (near Pond 6), and entry section of Marston Close. Objection towards temporary use of gardens. Seddon expressed concern over amount of land planned for temporary possession and locating the main compound on their site as it may impact their plans for development of this land.</p>	<p><b>No Design Change</b></p> <p>With regards to Griffie Lane, the Applicant assumes this is in relation to the temporary compound specified for Pond 2 construction. Griffie Lane is the only option for access into this area to facilitate construction of the pond. This is a standalone activity and so will require a relatively small compound. Construction traffic using Griffie Lane will be managed appropriately to minimise the impact upon the road itself and any nearby receptors.</p> <p>With regards to temporary use of some gardens, this is where highway widening comprising installation of new highway infrastructure such as drainage, barrier, street lighting, technology etc would be provided. As a result of this work the Applicant may need to undertake works to the existing environmental barrier; this would require some form of temporary access to the rear of the barrier into the property's garden. Whilst the Applicant will make all efforts to avoid having to encroach into garden land and carry out tree clearance works, there may be a possibility that due to the proximity of our widening works and the condition of existing barriers, the Applicant may need to temporarily remove the existing environmental barriers to carry out our construction works and then replace them. This would require some form of localised access into the gardens, and in some instances may necessitate some vegetation clearance works to allow the installation of new/replacement environmental barrier. Any trees that are cleared would be replaced with new planting where practicable.</p> <p>Some local road network areas such as Balmoral Avenue and Prestfield Court have been included within the Order Limits at this stage in the event that there may be some works required to Statutory Utilities. This would typically comprise any protection or diversion works required to Statutory Utilities including electricity, wastewater, gas etc. It is envisaged that utility works would be undertaken whilst maintaining access to properties, however, there may be short periods where vehicle access is restricted. If vehicle access is restricted, this would be communicated well in advance with residents and would be of</p>

		<p>short-term duration. The Applicant is still in the process of defining the detailed scope of works required in such areas. Design work is ongoing to minimise the impacts here and to mitigate any potential disruption to residents. Once the detailed scope of work is fully understood in this area the Applicant will engage with all affected residents. During the construction period, a detailed schedule and plan of work will be communicated with residents well in advance of works taking place around issues such as working hours, durations, expected disruption, access implications.</p> <p>The temporary land take in the northwest quadrant for the main site compound includes provision of offices, site welfare, vehicle recovery, parking for all staff and extensive materials storage area for all site work and new materials required to construct the scheme. Access road off Mode Hill Lane is for initial enabling works only and with the construction vehicle haul road off the M60 eastbound to M66 northbound link. Access via Mode Hill Lane would remain an option for private cars accessing the site office throughout the construction period, which is presently expected to be 3 years.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
62	<p><b>Access to Pond 7</b></p> <p>Concerns that respondent's land around Marston Close will be landlocked by the Scheme. Suggested alternative plans to prevent this and suggested providing access to Pond 7.</p>	<p><b>No Design Change</b></p> <p>There is a requirement to install a permanent maintenance access route to the pond and the Pike Fold Viaduct structure from Mode Hill Lane, which is why this land plot becomes segregated from the main land interest. There is also a requirement for essential environmental mitigation around the pond area which would require permanent acquisition of land. Access would be provided to the landowner to access their land via this new maintenance access track.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
63	<p><b>Temporary possession of land</b></p> <p>Expressed objection towards temporary acquisition of land which will negatively affect local business by reducing their car park.</p>	<p><b>No Design Change</b></p> <p>It is confirmed that there will be no temporary access required or construction works taking place within the car park mentioned throughout the construction period. It is required for the permanent acquisition of rights only to enable maintenance of motorway</p>

		<p>technology and a gantry structure in the verge of the M60 eastbound, once the Scheme is constructed and fully operational. The car park will not be directly affected by the construction of the Scheme.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
64	<p><b>Alternative access for scheme maintenance</b></p> <p>Suggested alternative access via M60, Sandgate Road, or via landowner's land, but with less impact on car park.</p>	<p><b>No Design Change</b></p> <p>As a Major Project, National Highways requires that the Scheme is required to comply with "Major Project Instruction (MPI) 11 – Provision of Access Arrangements to Equipment on SM-ALR Schemes". Whilst the Scheme would not provide All Lane Running, it does utilise Smart Motorway technology and new technology located in the verges of the M60. Section 4 of the MPI states the following:</p> <p><i>"When determining the access arrangements for any maintenance activity the hierarchical ranking of access arrangements should typically be (lowest risk first):</i></p> <ol style="list-style-type: none"> <li>1. Provision of ONA (off network access)</li> <li>2. Provision of combined EA/MHS (Emergency Area / Maintenance Hard Standing')</li> <li>3. Provision of TTM (Temporary Traffic Management) "</li> </ol> <p>There are a wide range of potential ONA layouts and how these connect to the public network. The above hierarchy assumes that most ONAs would be low risk (likely even lower than combined EA/MHS due to the removal of high-speed mainline vehicle interaction). When it is ascertained that access via ONA is not reasonably practicable, then a combined EA/MHS should be considered.</p> <p>As such, the Scheme has applied the hierarchy outlined in MPI 11 in the first instance as it is evidentially the safest way for maintenance teams to access roadside infrastructure and doesn't require vehicles parking on the network. Parked vehicles, even on hard shoulders and in laybys, are a hazard, albeit a transient one, to both the maintenance operatives and other road users and the best way to manage hazards is to eliminate them. The Applicant considers that the current design is reasonable and in line with MPI</p>

		<p>11, however the Applicant is also still in discussion with this respondent on this issue and will continue to engage during later design stages.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
65	<p><b>Order Limits changes</b></p> <p>Concern over property on Marston Close which is located where the Scheme boundary is planned to be extended.</p>	<p><b>No Design Change</b></p> <p>The Scheme boundary along the rear of properties on Marston Close was extended to follow the current private land ownership boundary of the HM Land Registry title. Land identified for permanent acquisition to allow a maintenance access track to the new Pond 7 is the same as the land use outlined in the statutory consultation documentation. The access track will not move closer to the properties on Marston Close, the extension is only to reflect current land ownership.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
66	<p><b>Current layout improvements</b></p> <p>Concerns over current layout of the junction, including very short distance between junction 17 and junction 18, while joining the motorway at junction 17 and heading east on the M60 towards Simister Island, you currently get to the end of the on slip and after approx.. 100 yards the off slip for the M66 commences, causing problems with the crossover of traffic in this short distance and at peak times traffic already backing up down the slip road and onto the carriageway.</p>	<p><b>No Design Change</b></p> <p>The Applicant acknowledges the respondents' comments on the existing M60 traffic conflicting with traffic joining from junction 17. The short distance, about 1.6km, between the M60 junction 17 eastbound entry and junction 18 eastbound exit, is the main cause of the congestion as some vehicles from upstream of junction 17 need to move to the nearside lanes to take the exits for the M60 southbound and M66 northbound. Similarly, the traffic model indicates that in the design year (15 years after opening of the Scheme), 2044 AM peak, more than 1200 vehicles are forecast to join the M60 eastbound at junction 17, 36% of these stay in lane 1 to take the M60 southbound via the loop, 20% move 1 lane over to the right to take the exit for the M66 northbound and 44% continue eastwards on the M62. The weaving of vehicles to make their required movements combined with the short distance, results in the congestion that the respondent describes. The Applicant aims to mitigate this through provision of Advance Direction Signs (ADS) signs to allow drivers to understand the junction layout and to choose the correct lane at the earliest opportunity. Destination road markings will also be provided, informing drivers of the required lanes for the given destinations, reducing the likelihood of late lane changes, which cause more sudden breaking and yet more slowing down of</p>



		<p>vehicle speed across the link. The junction 17 merge arrangements have also been modified from a taper merge to a lane gain, removing the queuing that sometimes generates at the junction 17 entry slip. Additionally, the proposed design of the M60 junction 17 to junction 18 will be a 5-lane Controlled Motorway (CM), therefore, Variable Mandatory Speed Limit (VMsL) will be in operation in order to increase capacity through the reduction of speed limits when necessary to smooth the flow of traffic and provide motorists more time to make lane changing movements.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
67	<p><b>Confusing new layout</b></p> <p>Concern over the proposed lane layout at the roundabout and between junction 17 and junction 18 being confusing, especially going towards the M66 northbound from the M60. The need to adhere to scheme specific signing could add to the confusion, causing last minute lane changes. Stated that using the left-hand lane to turn right onto the M60 and the right and lane to turn left on the M66 will cause confusion. They stated that if other solution is not possible, very clear gantries and signage should be applied.</p> <p>Concern that confusing new layout could cause more accidents.</p>	<p><b>No Design Change</b></p> <p>The M60 eastbound approach to the junction 18 diverge that has links towards the M60 southbound and M66 northbound will be clearly signed using a combination of overhead gantries and road markings. The Applicant will work closely with mapping companies and satellite navigation providers to ensure that links, lane suggestions and route guidance is introduced in a timely fashion with the Scheme opening.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
68	<p><b>Traffic conflicts due to proposed design</b></p> <p>Stated that the proposed design would cause traffic conflicts including:</p> <ul style="list-style-type: none"> <li>- from M62 eastbound to M66 north</li> <li>- M60 eastbound traffic wishing to continue</li> </ul>	<p><b>No Design Change</b></p> <p>The corridor between M60 junction 17 and junction 18 will require traffic movements to access the diverges on the M60 westbound at junction 17 and M60 eastbound at junction 18. These conflicts will not be significantly different to the existing conflicts in the current arrangement. A traffic signing and road marking strategy is being developed to</p>

	<p>(clockwise) onto the M60 has to cross traffic entering at junction 17</p> <ul style="list-style-type: none"> <li>- traffic wishing to move from M60 eastbound to M66 northbound</li> <li>- eastbound traffic entering at junction 17 and wishing to continue onto the M62 has to cross traffic wishing to exit the M60 eastbound to the M66/M60 southbound</li> <li>- traffic joining at 17 trying to get over to go eastbound and all the traffic trying to use the Northern Loop</li> <li>- exiting at either junction (junction 17 or junction 18), especially during times of heavy traffic</li> <li>- travelling west on the M62 wanting to join the M60</li> <li>- the 2<sup>nd</sup> free-flow lane will cause more difficulty for people travelling west along the M62 and who want to exit at junction 17 M60.</li> </ul>	<p>ensure the junction 18 eastbound diverge operates as safely as possible.</p> <p>Traffic joining M60 eastbound at junction 17 wishing to access M60 southbound can stay in the new lane (Lane 1) without having to merge with other lanes prior to the diverge. Traffic joining M60 eastbound at junction 17 and wishing to access M66 northbound will need to make one lane change movement. Traffic joining M60 eastbound at junction 17 wishing to continue eastbound on M62 will still be required to make two lane change movements to get into lane 3, which is a similar number of lane changing movements to the existing arrangement. Traffic joining in the nearside lane (Lane 1) of the M60 westbound merge will need to make one movement in order to continue westbound on M60, as per the current arrangement. M62 westbound traffic wishing to join the M60 southbound, will still be able to use the link from the M62 Junction 18 westbound exit, this is unchanged from the existing arrangement. M62 westbound traffic joining the M60 westbound, would need to stay in lane 1, 2 or 3 through junction 18, these lanes, following the westbound merge from Junction 18, become lanes 3, 4 &amp; 5 (due to the double lane gain) so M62 to M60 traffic would need to stay in these lanes. The M60 eastbound approach to the junction 18 diverge that has links towards the M60 southbound and M66 northbound will be clearly signed using a combination of overhead gantries and road markings.</p> <p>Advanced signage and road markings will be provided to help motorists identify which lanes they need to be in.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
69	<p><b>M60 N to M60 W free flow link</b></p> <p>Suggested a new free flow connection between M60 and M60 anticlockwise. Suggested that while creating the lanes connecting M60 northbound to M60 westbound, it should be considered if provision can be made for extra lanes/capacity to be easily added in the future.</p>	<p><b>No Design Change</b></p> <p>The improved M60 northbound to M60 westbound link achieves this, increasing the capacity of the existing arrangement, which is presently one lane, to two lanes. The modified M60 northbound to westbound link will flow into the improved M60 junction 17 to junction 18 5-lane controlled motorway, as well as the free flow link merging onto the mainline through a lane gain which will reduce queuing and allow the junction to operate efficiently.</p>

		<p>It is unlikely that given the constraints between M60 junction 17 and junction 18 that any further lane provision will be possible. Increasing flow from M60 northbound to M60 westbound needs to be done in a way that balances the flow on the M60 northbound with the capacity of the downstream, M60 westbound which ultimately needs to merge with traffic coming from upstream on the M60 westbound. Extra capacity on M60 northbound to westbound link could result in the mainline M60 not working as well. Presently, the Scheme can balance this approach based on the predicted future traffic growth and demand.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
70	<p><b>Separate M60 N to M60 W free flow link</b></p> <p>Suggested that the M60 northbound to westbound should be built separately rather than making use of the existing road as drivers will end up using the roundabout if this remains to drive westbound at times when there is major traffic resulting in M62 to M66 traffic being impacted as it is now.</p>	<p><b>No Design Change</b></p> <p>The improved M60 northbound to M60 westbound will increase the capacity of the existing arrangement, which is presently one lane, to two lanes. This achieves the same benefits as the suggestion, without the cost and environmental impact of additional land take and larger footprint.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
71	<p><b>Embankment fence</b></p> <p>Suggested to replace embankment fence with a sturdy steel fence for safety issues, to reduce accident problem.</p>	<p><b>No Design Change</b></p> <p>The Road Restraint Risk Assessment Process is be used to formally record the type and location of all of the hazards which are to be mitigated by the design. The Road Restraint Risk Assessment Process is required under Design Manual for Roads and Bridges as part of <i>CD 377 – Requirements for road restraint systems</i>, and where it shows it being necessary, safety barriers will be provided in addition to any wooden fencing. The wooden fencing would typically be used to mark the Applicant’s boundary.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
72	<p><b>Pond safety</b></p>	<p><b>No Design Change</b></p>

	<p>Stated the proposed area for one of the ponds is used for horse grazing, once works have been completed the horses will return and use the source of water.</p>	<p>Due to lack of specific information to which pond the respondent refers to, the Applicant assumes the response refers to the pond closest to Mode Hill Lane, located north of the new M60 eastbound to M60 southbound link. As part of the environmental mitigation for the Scheme, new landscaping will be provided around the pond and the land will be owned by the Applicant and fenced accordingly. Horses will still be able to graze on land not owned by the Applicant with permission of the landowner. Due to the fencing the horses will not be able to access the ponds.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>
<p>73</p>	<p><b>Incorrect current signage</b></p> <p>Raised issue of incorrect countdown markers at M60 junction 17 anticlockwise.</p>	<p><b>No Design Change</b></p> <p>The Scheme introduces new diverge arrangements at both M60 junction 17 westbound and M60 junction 18 eastbound. These new diverges result in the Scheme requiring new advanced directional signage on the M60 junction 17 to junction 18 link. As a result, new diverge countdown markers would also be provided at the correct locations relative to each diverge meaning that any existing issues pertaining to signage, will be fully resolved as part of the Scheme.</p> <p>For further details see <b>Annex Q</b> of this Report.</p>

## 6 Conclusion

### 6.1 Compliance with advice and guidance

- 6.1.1 The Applicant has undertaken a consultation process which complies with the Department for Communities and Local Government (now known as the Department for Levelling Up, Housing and Communities) document 'Planning Act 2008: Guidance on the Pre-Application Process' (updated March 2015), as well as relevant advice from the Inspectorate.
- 6.1.2 Table 6-1 below sets out how, in accordance with Section 50 of the 2008 Act, the Applicant has complied with above-mentioned guidance in carrying out the pre-application process.

Table 6-1 – Compliance with DCLG Guidance on the pre-application process		
Para:	Requirement:	Evidence of compliance:
17	When circulating consultation documents, developers should be clear about their status, for example ensuring it is clear to the public if a document is purely for purposes of consultation.	Documents produced as part of the consultation were clear about their status. Letters issued to consultees as part of the Section 42 consultation, and materials created to consult the community under Section 47, set out that they contained details of the statutory consultation. Copies of the letters issued to Section 42 stakeholders as part of the statutory consultation and targeted non-statutory consultation are provided in <b>Annex M</b> and <b>Annex P</b> of this Report. Copies of the documents created to consult the local community are provided in <b>Annex L</b> .
18	Early involvement of local communities, local authorities and statutory consultees can bring about significant benefits for all parties.	The Applicant held an options consultation for the Scheme between 22 June 2020 and 17 August 2020. This consultation gave the local community, businesses and stakeholders the opportunity to have their say on the early proposals for the Scheme, before they reached an advanced stage. Chapter 2 of this Report provides more detail about this consultation and the feedback received.  Table 3-1 in this Report shows ongoing engagement with local authorities and statutory consultees.
19	The pre-application consultation process is crucial to the effectiveness of the major infrastructure consenting regime. A thorough process can give the Secretary of State confidence that issues that will arise during the 6 months examination period have been identified, considered, and – as far as	The Applicant has conducted a thorough consultation process which has allowed it to identify, consider and, as far as possible, seek to reach agreement on issues likely to arise during the six-month examination. The early engagement and options consultation set out in Chapter 2 of this Report provided the Applicant with the opportunity to Identify

	<p>possible – that applicants have sought to reach agreement on those issues.</p>	<p>and consider issues early in the development of the Scheme.</p> <p>The statutory consultation set out in Chapter 4 of this Report built on this understanding and further identified and considered issues likely to arise. <b>Annex Q</b> includes evidence of how the Applicant has considered issues raised through the consultation. Where appropriate, the Applicant has prepared Statements of Common Ground with relevant statutory consultees to demonstrate areas of agreement.</p>
20	<p>Experience suggests that to be of most value, consultation should be:</p> <p>Based on accurate information that gives consultees a clear view of what is proposed including any options.</p> <p>Shared at an early enough stage so that the proposal can still be influenced, while being sufficiently developed to provide some detail on what is being proposed; and</p> <p>Engaging and accessible in style, encouraging consultees to react and offer their views.</p>	<p>For both the options consultation and statutory consultation, the Applicant shared information at an early enough stage to allow the design of the proposed scheme to be influenced, while being sufficiently developed to provide some detail on what is being produced.</p> <p>In each consultation, the Applicant developed a clear scope for what could be influenced by consultees. For the options consultation, this was to provide feedback on the two design options. For the statutory consultation, this was to provide feedback on the design of the Scheme, including the proposed design updates, environmental and construction mitigation. For the targeted non-statutory consultation, this was to provide feedback following design changes based on updates to the scheme design and feedback received during the statutory consultation.</p> <p>For each consultation, the Applicant published a consultation brochure written in an engaging and accessible style, setting out what it was possible to influence at that stage, providing accurate information that gave consultees a clear view of what was proposed, and encouraging them to react and offer their views. A copy of the brochure produced for the options consultation is included in <b>Annex A</b>. A copy of the brochure produced for the statutory consultation is included in <b>Annex L</b>.</p>
25	<p>Consultation should be thorough, effective and proportionate. Some applicants may have their own distinct approaches to consultation, perhaps drawing on their own or relevant sector experience, for example if there are industry protocols that can be adapted. Larger, more complex applications are likely to need to go beyond the statutory minimum</p>	<p>The Applicant considers that it has conducted a thorough, effective and proportionate statutory consultation. A consultation period of 42 days (6 weeks) was provided for statutory consultation under Section 42, 47 and 48 of the 2008 Act. This was greater than the 28 calendar days required to be provided for comments as</p>



	<p>timescales laid down in the Planning Act to ensure enough time for consultees to understand project proposals and formulate a response. Many proposals will require detailed technical input, especially regarding impacts, so sufficient time will need to be allowed for this. Consultation should also be sufficiently flexible to respond to the needs and requirements of consultees, for example where a consultee has indicated that they would prefer to be consulted via email only, this should be accommodated as far as possible.</p>	<p>prescribed by Section 45(2) of the 2008 Act. Based on the Applicant's experience in developing highways schemes, it considered this period of comment proportionate to the scale and complexity of the Scheme</p> <p>The Applicant has also been conscious of the need to be sufficiently flexible to respond to the needs and requirements of consultees. The Applicant provided a variety of means to respond to the statutory consultation, including completing a response form online, completing and returning a hard copy of the response form and submitting comments by letter or email.</p> <p>The Applicant also provided a variety of means of obtaining information about the proposal, including attending one of three in-person consultation events, looking on the consultation webpage, visiting one of five engagement van events, attending one of three telephone events and one of two public webinars held across the consultation period. Chapter 4 of this Report explains how the Applicant notified consultees.</p>
26	<p>The Planning Act requires certain bodies and groups of people to be consulted at the pre-application stage but allows for flexibility in the precise form that consultation may take depending on local circumstances and the needs of the project itself. Sections 42 – 44 of the Planning Act and Regulations set out details of who should be consulted, including local authorities, the Marine Management Organisation (where appropriate), other statutory bodies, and persons having an interest in the land to be developed. Section 47 in the Planning Act sets out the applicant's statutory duty to consult local communities. In addition, applicants may also wish to strengthen their case by seeking the views of other people who are not statutory consultees, but who may be significantly affected by the project.</p>	<p>The Applicant has identified and consulted with parties prescribed by Section 42, 43 and 44 of the 2008 Act, as well as the local community as prescribed in Section 47 of the 2008 Act and defined in the published SoCC, which can be seen in <b>Annex H</b>. Details of how the Applicant consulted in accordance with each of these sections of the 2008 Act are set out in Chapter 4 of this Report.</p>
27	<p>The Planning Act and Regulations set out the statutory consultees and prescribed people who must be consulted during the pre-application process. Many statutory consultees are responsible for consent regimes where, under section 120 of the Planning Act, decisions on those consents can be included within the decision on a Development Consent Order. Where an applicant proposes to include non-planning</p>	<p>The Applicant has identified and consulted with parties prescribed by Section 42, 43 and 44 of the 2008 Act, as well as the local community prescribed in Section 47 of the 2008 Act and defined in the SoCC, as shown in <b>Annex H</b>.</p> <p>Details of how the Applicant consulted in accordance with each of these sections of the 2008 Act are set out in Chapter 4 of this Report. The list of prescribed consultees</p>

	<p>consents within their Development Consent Order, the bodies that would normally be responsible for granting these consents should make every effort to facilitate this. They should only object to the inclusion of such non-planning consents with good reason, and after careful consideration of reasonable alternatives. It is therefore important that such bodies are consulted at an early stage. In addition, there will be a range of national and other interest groups who could be make an important contribution during consultation. Applicants are therefore encouraged to consult widely on project proposals.</p>	<p>identified and consulted by the Applicant is provided in <b>Annex K</b> of this Report.</p> <p>The Consents and Licenses Position Statement (TR010064/APP/3.3) sets out the consents and associated agreements expected to be required and the intended strategy for obtaining them.</p>
<p>29</p>	<p>Applicants will often need detailed technical input from expert bodies to assist with identifying and mitigating the social, environmental, design and economic impacts of projects, and other important matters. Technical expert input will often be needed in advance of formal compliance with the pre-application requirements. Early engagement with these bodies can help avoid unnecessary delays and the costs of having to make changes at later stages of the process. It is equally important that statutory consultees respond to a request for technical input in a timely manner. Applicants are therefore advised to discuss and agree a timetable with consultees for the provision of such inputs.</p>	<p>The Applicant sought technical input from relevant expert bodies at the options and statutory consultations. A variety of technical documents were available during the consultation period:</p> <ul style="list-style-type: none"> <li>• PEIR</li> <li>• PEIR Non-Technical Summary</li> <li>• Traffic Modelling Report for Consultation</li> <li>• Proposed Scheme map (Map Book 1)</li> <li>• Proposed land use map (Map Book 2)</li> </ul> <p>The Applicant has also continued engagement with relevant organisations outside of consultation periods. Please see Table 3-1 of this Report for more information.</p>
<p>38</p>	<p>The role of the local authority in such discussions should be to provide expertise about the make-up of its area, including whether people in the area might have particular needs or requirements, whether the authority has identified any groups as difficult to reach and what techniques might be appropriate to overcome barriers to communication. The local authority should also provide advice on the appropriateness of the applicant's suggested consultation techniques and methods. The local authority's aim in such discussions should be to ensure that the people affected by the development can take part in a thorough, accessible and effective consultation exercise about the proposed project.</p>	<p>The Applicant engaged early with the host local authority to seek expertise on these issues.</p> <p>As prescribed by Section 47 of the 2008 Act, the Applicant prepared a SoCC setting out how it proposed to consult people living in the vicinity of the land that would be affected by the Scheme. The Applicant also set out how it proposed to consult with hard-to-reach groups. In accordance with Section 47 of the 2008 Act, the Applicant consulted with BMBC to seek their views on the content of the SoCC.</p> <p>Chapter 4 of this Report details how and when the Applicant consulted the host local authority on the draft SoCC, the feedback it received and how it had regard to the comments made.</p>

41	Where a local authority raises an issue or concern on the Statement of Community Consultation which the applicant feels unable to address, the applicant is advised to explain in their consultation report their course of action to the Secretary of State when they submit their application.	The regard the Applicant had to responses received as part of the consultation on the draft SoCC is set out in Table 4-6 of this Report.
50	It is the applicant's responsibility to demonstrate at submission of the application that due diligence has been undertaken in identifying all land interests and applicants should make every reasonable effort to ensure that the Book of Reference (which records and categories those land interests) is up to date at the time of submission.	The Applicant has diligently sought to identify all land interests and ensure that the Book of Reference (TR010064/APP/4.3) remains up to date.
54	In consulting on project proposals, an inclusive approach is needed to ensure that different groups have the opportunity to participate and are not disadvantaged in the process. Applicants should use a range of methods and techniques to ensure that they access all sections of the community in question. Local authorities will be able to provide advice on what works best in terms of consulting their local communities given their experience of carrying out consultation in their area.	The Applicant has adopted an inclusive approach to consultation to ensure that everyone had the opportunity to participate and that no one was disadvantaged in the process. This includes supporting the participation of hard-to-reach groups by providing accessible versions of consultation material. The Applicant consulted the local host authority on its SoCC prior to statutory consultation, as set out in Chapter 4 of this Report.
55	Applicants must set out clearly what is being consulted on. They must be careful to make it clear to local communities what is settled and why, and what remains to be decided, so that expectations of local communities are properly managed. Applicants could prepare a short document specifically for local communities, summarising the project proposals and outlining the matters on which the view of the local community is sought. This can describe core elements of the project and explain what the potential benefits and impacts may be. Such documents should be written in clear, accessible, and non-technical language. Applicants should consider making it available in formats appropriate to the needs of people with disabilities if requested. There may be cases where documents may need to be bilingual (for example, Welsh and English in some areas), but it is not the policy of the Government to encourage documents to be translated into non-native languages.	<p>The Applicant published a consultation brochure for the options consultation and statutory consultation written in an engaging and accessible style, setting out what it was possible to influence at the stage, providing accurate information that gave consultees a clear view of what was proposed, and encouraging them to react and offer their views. The Applicant provided letters for the targeted non-statutory consultation and design update detailing the proposed design changes affecting each Section 42 and Section 47 consultee.</p> <p>The brochure produced for the options consultation is included in <b>Annex A</b> of this Report.</p> <p>The brochure produced for the statutory consultation is included in <b>Annex L</b> of this Report.</p> <p>The letters produced for the targeted non-statutory consultation are included in <b>Annex P</b> of this Report.</p> <p>Copies of consultation materials were available in alternative formats on request.</p>

		No requests for alternative formats were made during the statutory or targeted non-statutory consultations.
57	The Statement of Community Consultation should act as a framework for the community consultation generally, for example, setting out where details and dates of any events will be published. The Statement of Community Consultation should be made available online, at any exhibitions or other events held by applicants. It should be placed at appropriate local deposit points (e.g., libraries, council offices) and sent to local community groups as appropriate.	The Applicant included a framework for community consultation in the SoCC, including where details and dates of events would be published. The SoCC was made available on the Scheme's website, at all public information events and placed at three of the six deposit points. The SoCC is included in <b>Annex H</b> of this Report.
58	Applicants are required to publicise their proposed application under section 48 of the Planning Act and the Regulations and set out the detail of what this publicity must entail. This publicity is an integral part of the public consultation process. Where possible, the first of the 2 required local newspaper advertisements should coincide approximately with the beginning of the consultation with communities. However, given the detailed information required for the publicity in the Regulations, aligning publicity with consultation may not always be possible, especially where a multi-stage consultation is intended.	<p>The Applicant publicised the Scheme under Section 48 of the 2008 Act, for the statutory consultation.</p> <p>Section 47 and 48 notices were published in the following newspapers on 15 February 2023 (start of the statutory consultation):</p> <ul style="list-style-type: none"> <li>• London Gazette</li> <li>• The Times</li> <li>• Section 47 and 48 notices published twice in the following local newspapers:</li> <li>• The Bury Times (2 and 9 February 2023)</li> <li>• Jewish Telegraph (3 and 10 February 2023)</li> </ul> <p>Details of this can be seen in Table 4-7 of this Report and <b>Annex O</b>.</p>
68	To realise the benefits of consultation on a project, it must take place at a sufficiently early stage to allow consultees a real opportunity to influence the proposals. At the same time consultees will need sufficient information on a project to be able to recognise and understand the impacts.	<p>For the options consultation, statutory consultation and targeted non-statutory targeted supplementary consultation, the Applicant shared information at an early stage to allow the Scheme design to be influenced, while being sufficiently developed to provide enough information on what is being proposed to enable consultees to recognise and understand its impacts.</p> <p>In each consultation, the Applicant developed a clear scope for what could be influenced by consultees. For the options consultation, this was to provide feedback on the two design options. For the statutory consultation, this was to provide feedback on the design of the Scheme, including the proposed design updates, environmental and construction mitigation. For the targeted non-statutory consultation, this was to provide feedback following design changes</p>

		<p>based on updates to the Scheme design and feedback received during the statutory consultation.</p> <p>The Applicant published a consultation brochure for the options consultation and statutory consultation written in an engaging and accessible style, setting out what it was possible to influence at the stage, providing accurate information that gave consultees a clear view of what was proposed, and encouraging them to react and offer their views. The Applicant provided letters for the targeted non-statutory consultation and design update detailing the proposed design changes affecting each Section 42 and Section 47 consultee.</p> <p>The brochure produced for the options consultation is included in <b>Annex A</b> of this Report.</p> <p>The brochure produced for the statutory consultation is included in <b>Annex L</b> of this Report.</p> <p>The letters produced for the targeted non-statutory consultation are included in <b>Annex P</b> of this Report.</p>
72	<p>The timing and duration of consultation will be likely to vary from project to project, depending on size and complexity, and the range and scale of the impacts. The Planning Act requires a consultation period of a minimum of 28 days from the day after receipt of the consultation documents. It is expected that this may be sufficient for projects which are straightforward and uncontroversial in nature. But many projects, particularly larger or more controversial ones, may require longer consultation periods than this. Applicants should therefore set consultation deadlines that are realistic and proportionate to the proposed project. It is also important that consultees do not withhold information that might affect a project, and that they respond in good time to applicants. Where responses are not received by the deadline, the applicant is not obliged to take those responses into account.</p>	<p>A consultation period of 42 days was provided for the statutory consultation under Section 42, 47 and 48 of the 2008 Act. This was greater than the 28 calendar days required to be provided for comments as prescribed by Section 45(2) of the 2008 Act. Based on the Applicant's experience in developing highways schemes, it considered this period of comment proportionate to the scale and complexity of the Scheme.</p> <p>In addition, a consultation period of 42 days was provided for the targeted non-statutory consultation under Section 42, 47 and 48 of the 2008 Act. This was greater than the 28 calendar days required to be provided for comments as prescribed by Section 45(2) or the 2008 Act.</p>
73	<p>Applicants are not expected to repeat consultation rounds set out in their Statement of Community Consultation unless the project proposals have changed very substantially. However, where proposals change to such a large degree that what is being taken forward</p>	<p>The Applicant made changes to the Scheme after the statutory consultation, following further design updates and feedback received during the statutory consultation. Due to the degree of the changes made, a targeted non-statutory consultation was held</p>



	is fundamentally different from what was consulted on, further consultation may well be needed. This may be necessary if, for example, new information arises which renders all previous options unworkable or invalid for some reason. When considering the need for additional consultation, applicants should use the degree of change, the effect on the local community and the level of public interest as guiding factors.	between 31 July 2023 and 10 September 2023. Details of the targeted non-statutory consultation can be seen in Section 4.7 of this Report.
77	Consultation should also be fair and reasonable for applicants as well as communities. To ensure that consultations is fair to all parties, applicants should be able to demonstrate that the consultation process is proportionate to the impacts of the project in the area that it affects, takes account of the anticipated level of local interest, and takes account of the views of the relevant local authorities.	The Applicant has sought to ensure that the consultation process is proportionate to the impacts of the Scheme in the area that it affects, takes account of the anticipated level of local interest, and takes account of the views of the relevant local authorities. The Applicant sought feedback from the host local authority on the SoCC prior to statutory consultation this is provided in Table 4-6 of this Report.
84	A response to points raised by consultees with technical information is likely to need to focus on the specific impacts for which the body has expertise. The applicant should make a judgement as to whether the consultation report provides sufficient detail on the relevant impacts, or whether a targeted response would be more appropriate. Applicants are also likely to have identified a number of key additional bodies for consultation and may need to continue engagement with these bodies on an individual basis.	The Applicant is satisfied that this Report and supporting annexes provide sufficient detail in response to the relevant impacts identified in response to consultation. Details of the regard that the Applicant has had in consultation responses is set out in <b>Annex Q</b> . Where appropriate, the Applicant has undertaken further engagement with consultees. The Applicant deemed that, following design changes on the Scheme a targeted non-statutory consultation, should be held to gain further views from directly affected consultees. Details of the targeted non-statutory consultation can be seen in Section 4.7 of this Report. Since the targeted non statutory consultation, the Applicant has continued to engage with landowners and prescribed consultees.

6.1.3 Table 6-2 below sets out the Applicant’s compliance with the advice set out in the Inspectorate’s Advice Note 14 in compiling this Report.

<b>Table 6-2 - Compliance with The Planning Inspectorate’s Advice Note 14: Compiling the Consultation Report</b>	
<b>Advice:</b>	<b>Evidence of compliance:</b>
Explanatory text should set the scene and provide an overview and narrative of the whole pre-application stage as it relates to a particular project. It would assist if a quick reference guide in bullet point form, summarising all the consultation activity in chronological order, is included near the start of the report.	A summary of all the consultation activity in chronological order is included at Chapter 1 of this Report, in particular in Table 1-1.



<p>The applicant should include a full list of the prescribed consultees as part of the consultation report.</p>	<p>A full list of the prescribed consultees can be found in <b>Annex K</b> (List of prescribed consultees).</p>
<p>A short description of how s43 of the Act has been applied in order to identify the relevant local authorities should be included. This could be supported by a map showing the site and identifying the boundaries of the relevant local authorities.</p>	<p>Local Authorities were identified as prescribed consultees in accordance with the Planning Inspectorate's Advice Note two: The role of local authorities in the development consent process, Version 1 (February 2015). A description of this is set out in Chapter 4, section 4.3 of this Report as well as Figure 4-1.</p>
<p>Where compulsory acquisition forms part of the draft DCO the consultees who are also included in the book of reference for compulsory acquisition purposes should be highlighted in the consolidated list of prescribed consultees.</p>	<p>Compulsory acquisition of land will be required for the Scheme.  The Book of Reference contains the full list of the land interests identified for the Scheme (TR010064/APP/4.3).</p>
<p>It would be helpful to provide a summary of the rationale behind the SoCC methodology to assist the Secretary of State's understanding of the community consultation and provide a context for considering how consultation was undertaken.</p>	<p>The rationale behind the SoCC methodology is set out in Section 4.2 of this Report and the detail regarding how the statutory consultation was carried out is presented in Sections 4.3, 4.4, 4.5 and 4.6 of this Report.</p>
<p>Any consultation not carried out under the provisions of the Act should be clearly indicated and identified separately in the report from the statutory consultation. This does not necessarily mean that informal consultation has less weight than consultation carried out under the Act, but identifying statutory and Options Consultation separately will assist when it comes to determining compliance with statutory requirements.</p>	<p>An Option Consultation was carried out between 22 June 2020 and 17 August 2020 to seek views on the two design options. This is set out in Chapter 2 of this Report.  The statutory consultation on the Scheme undertaken in accordance with the 2008 Act is set out in Chapter 4.  The targeted non-statutory consultation was carried out between 31 July 2023 and 10 September 2023. This is set out in Section 4.7 of this Report.  The status of each phase of consultation has been clearly identified in the consultation materials throughout.</p>
<p>The summary of responses, if done well, can save a significant amount of explanatory text. We advise that applicants group responses under the three strands of consultation as follows:  S42 prescribed consultees (including s43 and s44); S47 community consultees; and S48 responses to statutory publicity.  This list should also make a further distinction within those categories by sorting responses according to whether they contain comments which have led to changes to matters such as siting, route, design, form or scale of the scheme</p>	<p>The summary of responses clearly distinguishes between the different strands of consultees, Section 42 and 47. The Applicant has been unable to identify those responses received directly as a result of the Section 48 notice, however all responses received the Applicant has had regard to them. The Applicant has additionally clearly indicated where these responses resulted in changes to the Scheme, including where mitigation measures are proposed or where no changes are proposed.  For the statutory consultation these can be found in Section 5.17, Table 5-14 and Table 5-15 as well as <b>Annex Q</b> of this Report.</p>

<p>itself, or to mitigation or compensatory measures proposed, or have led to no change.</p>	<p>The targeted non-statutory consultation is reported in Section 4.7 with a summary of the responses and how the Applicant has had regard to the matters raised set out in Section 5.17, Table 5-14 and Table 5-15 and <b>Annex Q</b> of this Report.</p>
<p>A summary of responses by appropriate category together with a clear explanation of the reason why responses have led to no change should also be included, including where responses have been received after deadlines set by the applicant.</p>	<p>Table 5-14, Table 5-15 and <b>Annex Q</b> identify the regard the Applicant has had to the feedback received as part of the statutory consultation and targeted non-statutory consultation. Table 5-14 identifies changes made to the Scheme design after feedback received during the statutory and targeted non-statutory consultation. Table 5-15 identifies where changes were not made after feedback received during statutory and targeted non-statutory consultation. <b>Annex Q</b> provides information on if the feedback resulted in a design change and if not why.</p>

- 6.1.4 The Applicant considers that it has met the statutory requirements of the pre-application process. As set out in Table 1-1 of this Report, the Applicant has undertaken a programme of options and statutory consultation.
- 6.1.5 At each stage of consultation, the Applicant has considered and complied with relevant advice and guidance. The information included in Table 6-1 and Table 6-2 of this Report supports this direct reference to DCLG guidance and the Inspectorate's advice on the pre-application process.
- 6.1.6 As well as preparing this Report, the Applicant has set out how it has complied with guidance and advice on consultation in the Section 55 Checklist (TR010064APP/1.1) submitted with the application.

## Acronyms & Abbreviations

Abbreviation	Term
<b>STAKEHOLDER &amp; CONSULTATION TERMS</b>	
FAQ	Frequently Asked Questions
PRA	Preferred Route Announcement
PRoW	Public Right of Way
SoCC	Statement of Community Consultation
<b>PLANNING TERMS</b>	
APFP	Applications: Prescribed Forms and Procedure
BCR	Benefit-cost Ratio
DAS	Discretionary Advice Service
DCO	Development Consent Order
The 2008 Act	Planning Act 2008
the Inspectorate	The Planning Inspectorate
<b>LOCAL AUTHORITIES AND TRANSPORT DEPARTMENT TERMS</b>	
BMBC	Bury Metropolitan Borough Council
DfT	Department for Transport
GMCA	Greater Manchester Combined Authority
RDA	Rochdale Development Agency
RMBC	Rochdale Metropolitan Borough Council
STG	Strategic Transport Group
TfGM	Transport for Greater Manchester
<b>TRANSPORT AND ECONOMIC TERMS</b>	
ADS	Advance Direction Signs
ALR	All-Lane Running
CM	Controlled Motorway
EA/MHS	Emergency Area / Maintenance Hard Standing
LRN	Local Road Network
MPI	Major Project Instruction
ONA	Off network access
RIS	Road Investment Strategy

Abbreviation	Term
SRN	Strategic Road Network
TTM	Temporary Traffic Management
VMSL	Variable Mandatory Speed Limit
<b>ENVIRONMENTAL TERMS</b>	
CMP	Carbon Management Plan
EIA	Environmental Impact Assessment
ES	Environmental Statement
IACPC	Impact Assessment and Conservation Payment Certificate
LoNI	Letter of No Impediment
LVIA	Landscape and Visual Impact Assessment
PEIR	Preliminary Environmental Information Report
REAC	Register of Environmental Actions and Commitments
<b>STATUTORY UNDERTAKER TERMS</b>	
ENWL	Energy North West Limited
NRTS	National Roads Telecommunications Service
PHE	Public Health England
UU	United Utilities

## Glossary

Term	Definition
this Report	the Consultation Report
the Scheme	the M60/M62/M66 Simister Island Interchange scheme
Active travel	Travelling to specific destinations (e.g. work or school) by active modes such as walking or cycling.
Advice note	The Planning Inspectorate has published a series of advice notes that are intended to inform applicants, consultees, the public and others about a range of process matters in relation to the Planning Act 2008.
Application Document	A document submitted to the Planning Inspectorate as part of the application for development consent.
Attenuation pond	Part of a drainage system that is used for temporarily storing and attenuating surface water
Baseline	In EIA, 'baseline conditions' are the environmental conditions in existence before the occurrence of an impact from a development i.e. they are the existing conditions that would be affected.
Benefit to Cost Ratio	Benefit to Cost Ratio
Bridleway	A highway over which the public have a right of way on foot and a right of way on horseback or leading a horse. In some cases, it may include a right to drive animals of any description along the highway. Statute has added the right to ride a bicycle (not a mechanically propelled vehicle), although cyclists must give way to pedestrians and persons on horseback.
Bund	An embankment which acts as a visual or noise screen or acts as a barrier to control the spillage of fluids.
Climate	Long-term weather conditions prevailing over a region.
Climate change	Long-term variations in global temperature and weather patterns caused by natural and human actions.
Closed-circuit television	CCTV cameras are used to monitor traffic flows on the English motorway and trunk road network primarily for the purposes of traffic management.
Compulsory acquisition	The compulsory acquisition of land or buildings for public interest purposes.

Term	Definition
Construction	Activity on and/or offsite required to implement the Scheme. The construction phase is considered to commence with the first activity on site (e.g. creation of site access), and ends with demobilisation.
Construction compound	A compound used during construction for the storage of material, assembly of components or for other construction related activities.
Controlled motorway	Motorway that uses variable speed limits but retains a traditional hard shoulder.
Department for Levelling Up, Housing and Communities	The former name of the Ministry of Housing, Communities and Local Government (MHCLG).
Department for Transport	The government department responsible (alongside agencies and partners) for the English transport network and a limited number of transport matters in Scotland, Wales and Northern Ireland that have not been devolved.
Design Manual for Roads and Bridges (DMRB)	Provides standards, advice notes and other documents relating to the design, assessment, and operation of trunk roads, including motorways in the United Kingdom.
Development	Any proposal that results in a change to the land use, landscape and/or visual environment.
Development Consent Order (DCO)	Introduced by the Planning Act in 2008, a DCO is the means of obtaining permission for developments categorised as Nationally Significant Infrastructure Projects (NSIP).
Development Consent Order Application	The Proposed Scheme Application Documents, collectively known as the 'DCO application'.
Discharge	The volume of flow passing a point in a given time period.
Eastbound	Direction of travel
Environmental Impact Assessment (EIA)	Environmental Impact Assessment. A process by which information about environmental effects of a proposed development is collected, assessed and used to inform decision making. For certain projects, EIA is a statutory requirement.
Environmental Management Plan (EMP)	The EMP sets out the conclusions and the actions needed to manage environmental effects identified within the environmental assessment during construction and operation of a development.



Term	Definition
Environmental Statement	A document produced in accordance with the EIA Directive as transported into UK law by the EIA Regulations to report the results of an EIA.
Examination	Statutory process in where the Secretary of State will appoint an Inspector to carry out an independent examination
Footway	A way comprised in a highway which also comprises a carriageway, being a way over which the public have a right of way on foot only. A footway is essentially a pavement alongside a carriageway – it is the part of a carriageway highway set aside for pedestrians.
Geology	The physical structure, substance and history of the earth (rocks and minerals).
Greenspace	Any area of vegetated land, urban or rural. This can include public or private parks and gardens, amenity greenspace, sports pitches, allotments, green corridors such as canals and green cycleways, as well as the natural and semi-natural environment such as woodland and fields.
Ground Investigation	Several levels of investigation from desk-based research to onsite sampling to evaluate challenges related to soil/ground.
Heavy goods vehicle (HGV)	A commercial carrier vehicle with a gross vehicle weight of more than 3.5 tonnes
Landscape	An area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors. European Landscape Convention 2000
Landscape and visual impact assessment (LVIA)	A "... tool used to identify and assess the significance of and the effects of change resulting from..." a project on both the landscape as a resource and on people's views and visual amenity. GLVIA3.
Land use	The purpose that land is used for, based on broad categories of functional land cover, such as urban and industrial use and the different types of agriculture and forestry.
Land-take	The temporary acquisition or permanent loss of land as a result of the construction and/or operation of the Scheme.
Local Road Network	The Local Road Network is that portion of the road network for which a local highway authority is responsible.
Mitigation	The action of reducing the severity and magnitude of change (impact) to the environment. Measures to avoid, reduce, remedy or compensate for significant adverse effects.

Term	Definition
National Highways	National Highways (was Highways England) is the public body that operates, maintains and improves England's motorways and major A roads.
Nationally Significant Infrastructure Project (NSIP)	Major infrastructure developments in England and Wales, such as proposals for power plants, large renewable energy projects, new airports and airport extensions, and major road projects, as set out in the Planning Act (2008). See entry for Development Consent Order.
Natural England	A public body responsible for ensuring that England's natural environment is protected and improved.
Noise barrier	A purpose-built structure to reduce the passage of noise from the source to receiver. These are traditionally wooden but the use of other materials (e.g. plastic) is becoming more common.
Northbound	Direction of travel
Operation	Describes the operational phase of a completed development and is considered to commence at the end of the construction phase, after demobilisation.
Order Limits	The Order limits" means the limits of land to be acquired or used permanently or temporarily shown on the land plans and works plans within which the authorised development may be carried out
Outfall	Point of discharge into a waterbody
Photomontage	Visualisation which superimposes an image of a proposed development upon a photograph following Landscape Institute Guidelines or the Highland Council, July 2016 guidelines.
Receptor	A defined individual environmental feature usually associated with population, fauna and flora that have potential to be impacted by a development.
Planning Act 2008	The primary legislation that establishes the legal framework for applying for, examining and determining Development Consent Order applications for Nationally Significant Infrastructure Proposed Schemes.
Planning Inspectorate (PINS)	The Planning Inspectorate is an executive agency of the Department for Levelling Up, Housing and Communities with responsibility to make decisions and provide recommendations and advice on a range of land use planning-related issues including operating the planning process for Nationally Significant Infrastructure Projects.
Preferred Route Announcement	Preferred Route Announcement by government of the preferred route for a new road or crossing.

Term	Definition
Public right of way (PRoW)	A right to cross land owned by another person is known as a 'right of way'. If this is a right exercisable by the public at large, it is a 'public right of way'.
Scoping Opinion	The relevant authority's formal view on the issues an Environmental Statement should address. For the Proposed Scheme, the Scoping Opinion was given by the Planning Inspectorate on behalf of the Secretary of State.
Secretary of State	The Secretary of State has overall responsibility for the policies of the Department for Transport.
Sett	A badger's home, usually consisting of a network of tunnels with multiple entrances.
Significance of effect	A measure of the importance or gravity of the environmental effect.
Southbound	Direction of travel
Statement of Common Ground	A Statement of Common Ground is a written statement containing factual information about the proposal which is the subject of the appeal that the appellant reasonably considers will not be disputed by the relevant planning authority.
Surface water flooding	Flooding as a result of surface water runoff as a result of high intensity rainfall when water is ponding or flowing over the ground surface before it enters the underground drainage network or watercourse or cannot enter it because the network is full to capacity, thus causing what is known as pluvial flooding.
Traffic Management	Control of traffic by means of lane closures to include temporary signals.
Value	Relative value or importance of a landscape's quality, special qualities including perceptual aspects such as scenic beauty, tranquillity, or wildness, cultural associations or other conservation issues. GLVIA3
Variable Mandatory Speed Limit	Speed limits are displayed and come into operation when traffic volumes increase, and sensors activate lower speeds. Reducing speed during peak demand decreases stop-start conditions and allows traffic to move smoothly.
Visual amenity	Overall enjoyment of a particular area, surroundings, or views in terms of people's activities - living, recreating, travelling through, visiting, or working. GLVIA3
Visual effects	Effects on specific views and on the general visual amenity experienced by people

---

Term	Definition
Westbound	Direction of travel