

M60/M62/M66 Simister Island Interchange

TR010064

5.2 CONSULTATION REPORT ANNEX

ANNEX L: Section 47 Consultation Material

APFP Regulation 5(2)(q)

Planning Act 2008

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[]

5.2 CONSULTATION REPORT ANNEX
ANNEX L: Section 47 Consultation Material

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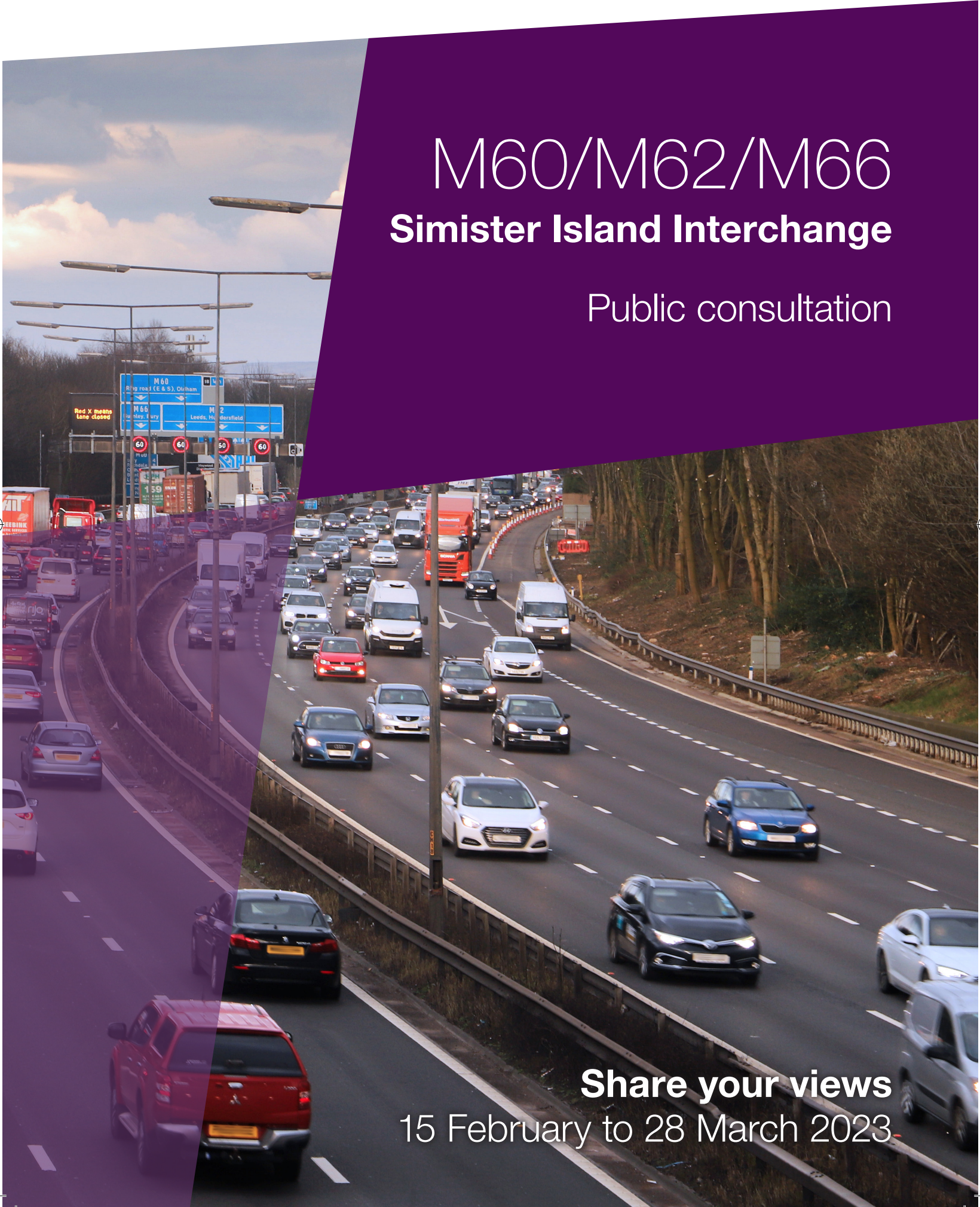
Annex L

L.1 Public Consultation Brochure – February 2023



M60/M62/M66 Simister Island Interchange

Public consultation



Share your views
15 February to 28 March 2023



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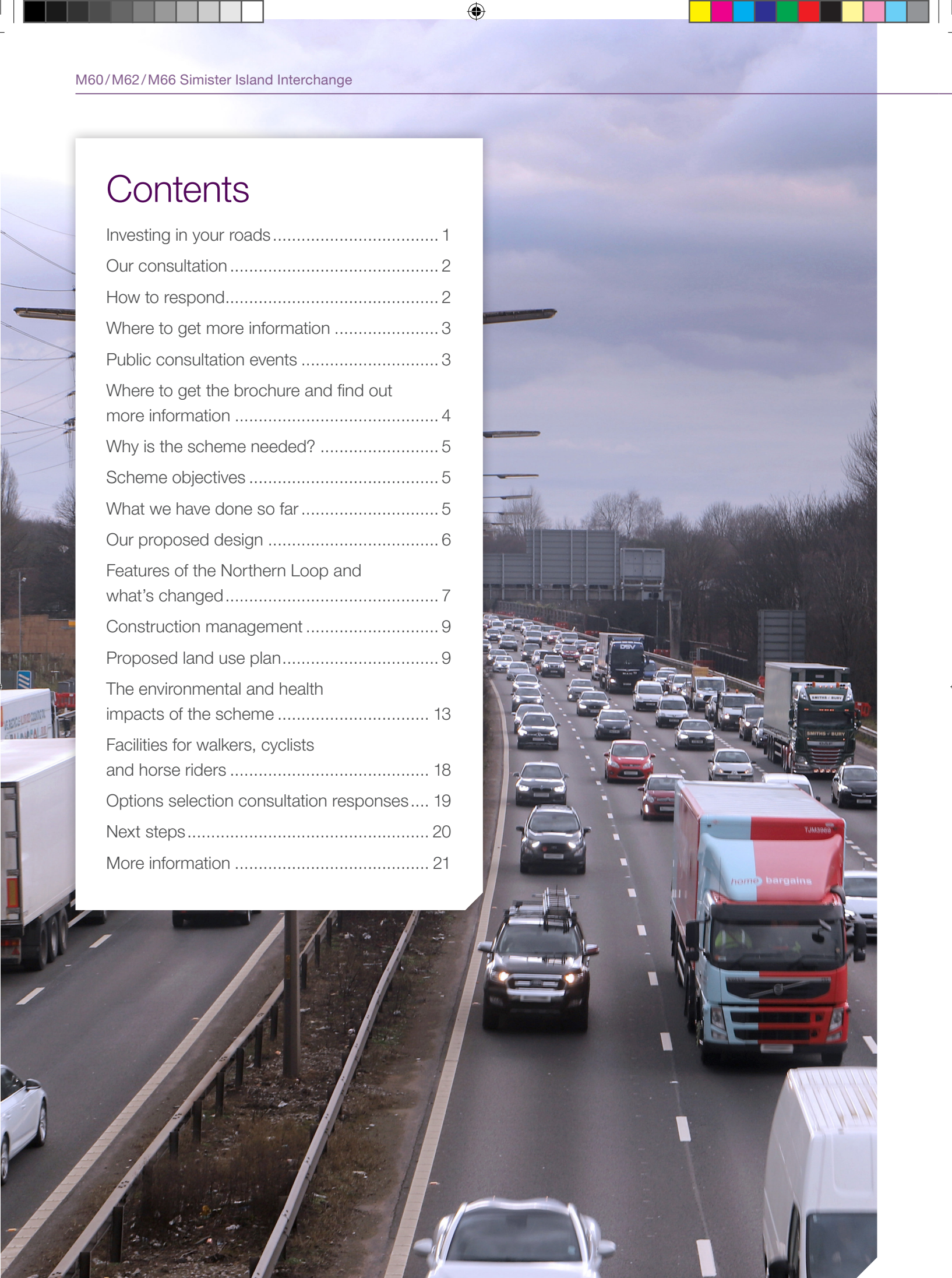
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Investing in your roads

At National Highways, our mission is to connect the country. We believe that connecting people and communities creates jobs and social opportunities and helps business and the economy thrive. We care about each and every person's journey, and we aim to keep people moving today and moving better tomorrow.

We understand the importance of our environment, heritage and communities. That is why we will work hard to minimise our impacts on noise, air quality and local flooding.

Our 530-mile network in the north-west stretches from the city of Carlisle to the edges of the Peak District. It's one of the most diverse areas of motorways and major A-roads in the country to maintain and keep moving.

The region is home to economic powerhouses such as Manchester and Liverpool, major international airports and big shopping centres like the Trafford Centre and Cheshire Oaks. We provide links to some of the world's most successful sports teams and help fans get safely to and from matches every week.

We also support local tourism, connecting the millions of holiday makers who travel across the country to visit hotspots like the Lake District and Blackpool every year.

We're looking at ways to improve journey reliability, increase capacity and enhance connections. Jobs and businesses rely on our roads to keep the local economy running, whether through ports in

Merseyside and Lancashire or keeping shop shelves stocked in Stockport.

The M60/M62/M66 Simister Island Interchange is a critical part of our investment in the north-west, supporting economic growth by better connecting major cities across the north of England. The scheme is vital in reducing congestion now and in the future, improving safety, improving journey time reliability for all road users and increasing connectivity between local areas.

This scheme is a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. As such, we are required to make an application for a Development Consent Order (DCO) to obtain permission to construct the scheme. For more information on this process, please visit the Planning Inspectorate's website:

<https://infrastructure.planninginspectorate.gov.uk/application-process>

In this brochure we explain our proposals for the scheme and include our consultation response form – your responses will help us shape the scheme before we submit our DCO application. We also provide details of how you can give us your feedback during our public consultation.



To access more information on the Development Consent Order process, use a smartphone camera to scan this QR code.



Our consultation

We're holding a public consultation for six weeks from **Wednesday 15 February to Tuesday 28 March 2023**.

We would like to hear your views on our scheme, particularly any feedback or comments on the development of the design since the Northern Loop was announced as our preferred option in January 2021. We'd also like to hear your feedback on the environmental assessments and mitigation measures we're proposing, as well as our emerging plans for the construction phase of the scheme.

The consultation is an important opportunity for you to tell us your thoughts on the proposed scheme, including any changes that have occurred locally which may impact on our plans. We are keen to understand and take account of the views of all our customers, stakeholders and local communities.

We are holding three public consultation events in February and March 2023 (please see the next page for details of these events), so that we can discuss our proposals in more detail and hear your views.

We're also providing a range of alternative ways for you to speak to the project team, ask questions and ultimately make an informed response to the public consultation. This will include telephone events and online webinars.



Use a smartphone camera to scan this QR code and quickly access our project web page.

How to respond

This is your opportunity to share your views and suggestions on our proposals before we submit our application for a DCO. You can respond to the consultation using one of the following methods:

- **Online:** complete the consultation response form at: www.nationalhighways.co.uk/M60-Simister-Island.
- **Post:** complete a paper copy of the consultation response form and return it using the freepost address:

FREEPOST M60 J18 SIMISTER ISLAND

Put your completed response form in an envelope with the freepost address written on the front and put it in your local post box. There is no need to use a stamp. Alternatively you can leave your completed consultation response forms with us at one of the consultation events.

Please note: All responses must be received by National Highways by **11:59pm on Tuesday 28 March**. Responses received after this date may not be considered.

Share your
feedback by
**11:59pm on
28 March 2023**

Where to get more information

We want to make sure you have access to all the information you need about the scheme. During the consultation you can:

- Visit our scheme webpage at: www.nationalhighways.co.uk/M60-Simister-Island – where you can find the consultation brochure, online response form, fly-through video, the Preliminary Environmental Information Report and its non-technical summary, along with plans showing the scheme layout and boundary.
- Speak to a member of the project team during one of our telephone consultation events by calling **0808 196 4502** during the following dates and times (calls to 0808 numbers are free):
 - **Saturday 4 March 2023 – 11am to 4pm**
 - **Tuesday 7 March 2023 – 11am to 7pm**
 - **Thursday 23 March 2023 – 11am to 7pm**

If you have any technical questions which we are unable to answer on the phone, we will arrange for a member of our technical team to call you back at a time convenient for you.

- Join one of our online webinars where we'll present our proposals and hold a live question and answer session. We'll be holding these during the following dates and times. Visit our website to find out more about how to join one of these webinars.
 - **Thursday 23 February 2023 – 1pm to 3pm**
 - **Wednesday 15 March 2023 – 5pm to 7pm**

If you would like more information about accessing our consultation materials, require printed copies of the materials, which we can supply in alternative formats, or if you have a query about the consultation please contact us using the following details:

- Phone our Customer Contact Centre on **0300 123 5000**.
- Email the project team at: M60J18SimisterIslandInterchange@nationalhighways.co.uk.

Public consultation events

One of the best ways to find out more about our proposals and have your say is to come to one of our public consultation events. Here you'll be able to find out more about the scheme and speak to members of the project team who will be happy to answer any questions you may have.

- **Parrenthorn High School**
Tuesday 21 February 2023, 11am to 7pm
Heywood Road, Prestwich, Manchester, M25 2BW
- **Our Lady of Grace Hall**
Saturday 11 March 2023, 10am to 4pm
11 Fairfax Road, Prestwich, Manchester, M25 1AS
- **Unsworth Cricket Club**
Monday 20 March, 12pm to 8pm
The Pavilion, 32 Pole Lane, Bury, BL9 8QL

We'll be publicising details of the events on the scheme's webpage at: www.nationalhighways.co.uk/M60-Simister-Island, on our north-west Twitter and Facebook accounts and in press releases. Any changes to the events will be shared on the scheme webpage and via social media. We recommend checking the scheme webpage or calling us on **0300 123 5000** in advance of attending an event to confirm it is going ahead.

Where to get the brochure and find out more information

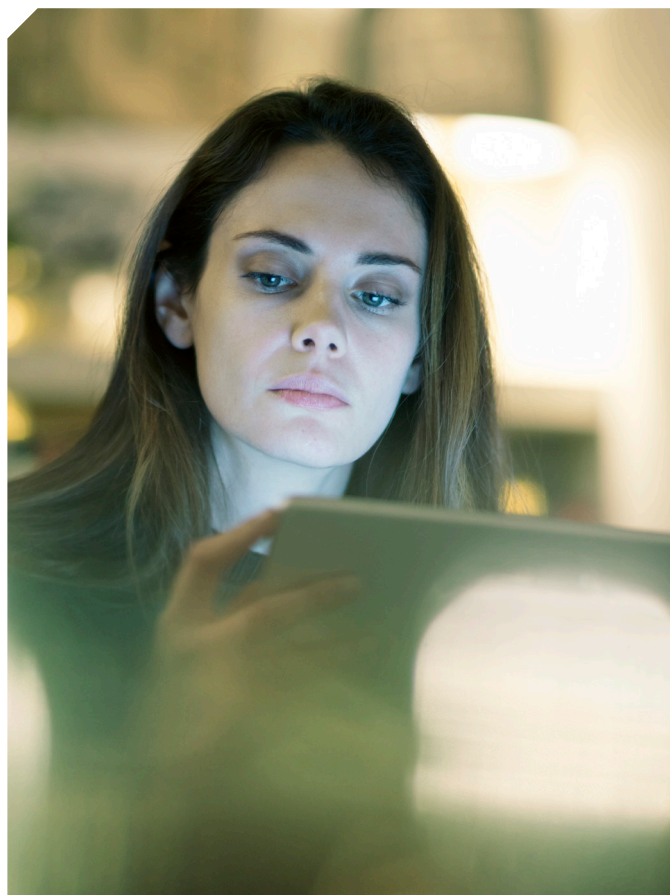
You can access the consultation materials online at www.nationalhighways.co.uk/M60-Simister-Island. Alternatively paper consultation brochures and response forms will be available at the following locations from **Wednesday 15 February** (availability will depend on opening times):

- **Bury Town Hall,**
Knowsley Street, Bury, BL9 0SW
 - **Monday - Friday, 8:45am until 5pm**
- **Radcliffe Leisure Centre,**
Spring Lane, Radcliffe, Manchester, M26 2SZ
 - **Monday - Friday, 6:30am until 10pm**
 - **Saturday, 8am until 6pm**
 - **Sunday, 8am until 4pm**
- **Berrys of Unsworth,**
73 Parr Lane, Bury, BL9 8JR
 - **Monday - Friday, 8am until 4pm**
 - **Saturday, 8am until 2pm**
- **Radcliffe Library,**
Stand Lane, Radcliffe, Manchester, M26 1WR
 - **Tuesday, Wednesday and Friday, 10am until 4:30pm**
 - **Thursday, 12:30pm until 7pm**
 - **Saturday, 9:30am until 1pm**

The above venues are open at the time of producing this brochure. If you cannot visit a venue, you can still view all of our materials online at www.nationalhighways.co.uk/M60-Simister-Island. You can also request a hard copy of the consultation brochure and response form by calling: **0300 123 5000**.

You can also find the brochure, response form, a copy of the Preliminary Environmental Information Report, non-technical summary and a range of other documents to assist you in providing feedback at the following additional locations. Please note that only the brochure and response form are available to take away. All other documents can only be inspected at the venue:

- **Bury Library,**
Manchester Road, Bury, BL9 0DG
 - **Tuesday, Wednesday and 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 and Friday, 10am until 4:30pm**
 - **Thursday, 12:30pm until 7pm**
 - **Sunday, 9:30am until 1pm**



Why is the scheme needed?

National Highways is currently looking at how to ease congestion and make journeys more reliable at the Simister Island Interchange (M60 junction 18).

More than 90,000 vehicles use this busy junction as a route to the M60, M62 and M66 on a daily basis. With traffic levels predicted to rise in the coming years it is important that the junction is future-proofed as soon as possible so that it continues to support local needs and economic growth.

The current cost estimate for the scheme is between £207 million to £340 million. Please note, this is a wide range based on early estimates and is subject to change during later design stages.

Scheme objectives

The main objectives of the scheme are to:

- Improve the journey experience for users of this section of our network by:
 - **reducing congestion at peak times**
 - **reducing journey times**
 - **delivering more reliable journey times**
- Provide a scheme that is safe for all road users
- Minimise the impact of our scheme on the surrounding environment including within Noise Important Areas and Air Quality Management Areas
- Support future economic growth across the Greater Manchester area by delivering against local aspirations set out in regional and local authorities' transport strategies and local plans

What we have done so far

We held a public consultation in summer 2020 which included two options for the improvement of Simister Island Interchange, the 'Northern Loop' and 'Inner Links'.

The consultation found an overall preference for the Northern Loop option, which was supported by 67% of respondents. The Inner Links option was not as well supported, with only 24% of respondents preferring the option. In particular respondents raised concerns that introducing the additional lanes and signals on the roundabout, required for the Inner Links option, could make the junction more confusing for drivers to navigate, leading to an increased risk of accidents.

An options appraisal was undertaken where the two options were considered against several criteria, including the scheme objectives, safety, benefits, costs, environmental effects, construction and feedback from the summer 2020 consultation.

Although both options supported the scheme objectives, our assessments showed that the Northern Loop provided the best overall solution and was able to support an increase in traffic flow, and improvements to journey times, for a much longer amount of time. We announced the Northern Loop as our preferred route for improving the junction in January 2021.

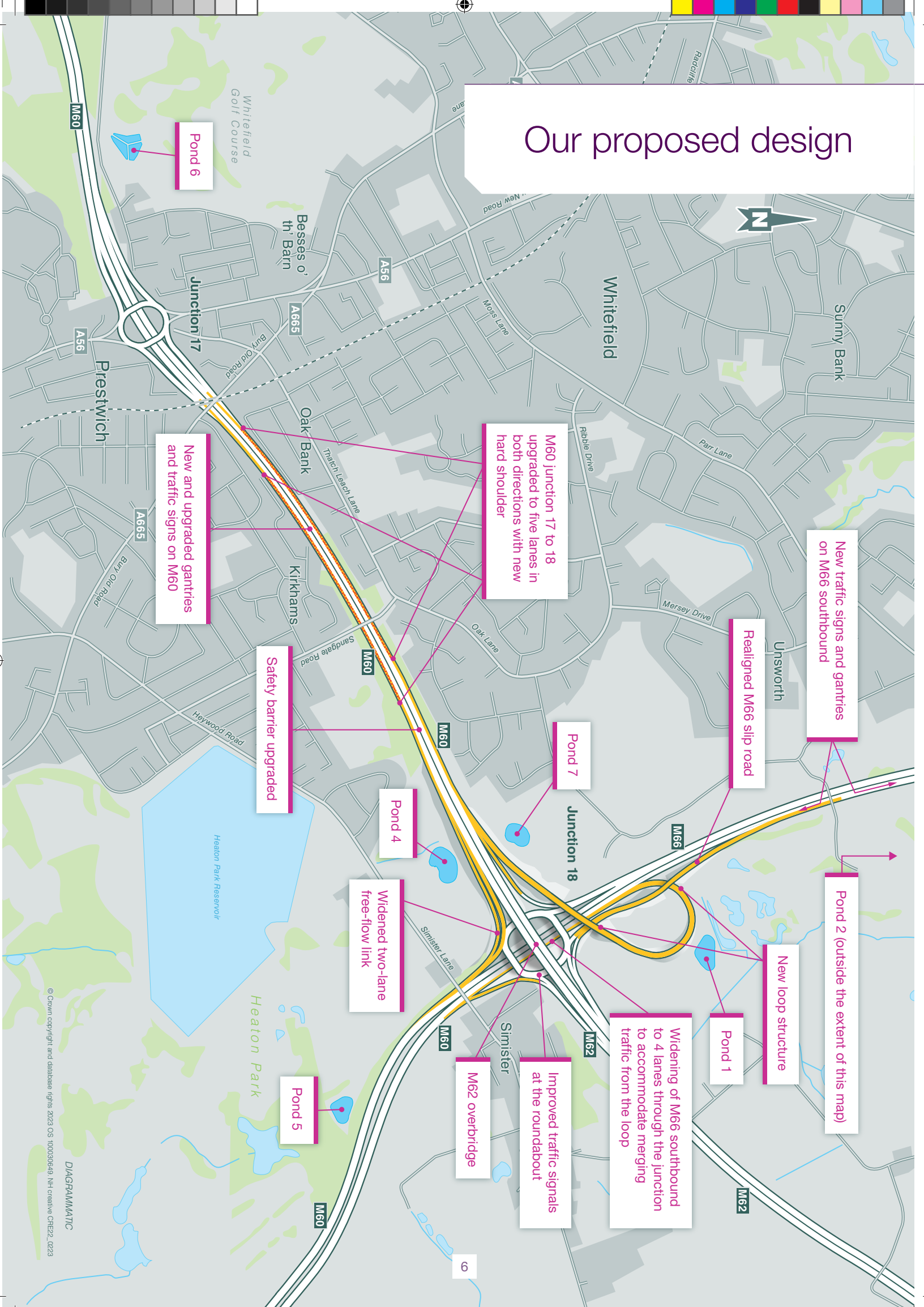
Since then, we have been working to develop the design which will widen both the M60 and M66 to allow traffic to flow more freely.

A fifth lane will be added to the M60 between junctions 17 and 18 in both directions. A new hard shoulder will also be installed to provide refuge in an emergency. We'll be working closely with affected residents and properties to ensure the impact of the carriageway widening is minimised.

A new M60 loop link road will also be built to allow traffic from M60 eastbound to join the M60 southbound (clockwise). A new two-lane link from the M60 northbound to the M60 westbound (anti-clockwise) will also replace the existing single lane link.

The M66 southbound will also be widened to four lanes as it passes through junction 18 to improve traffic flow.

Our proposed design



Pond 6

New and upgraded gantries and traffic signs on M60

M60 junction 17 to 18 upgraded to five lanes in both directions with new hard shoulder

New traffic signs and gantries on M66 southbound

Realigned M66 slip road

Safety barrier upgraded

Pond 7

Pond 2 (outside the extent of this map)

Pond 4

New loop structure

Widened two-lane free-flow link

Pond 1

Widening of M66 southbound to 4 lanes through the junction to accommodate merging traffic from the loop

Pond 5

Improved traffic signals at the roundabout

M62 overbridge

Features of the scheme and what's changed

The proposed scheme, including what has changed since the announcement are described below.

Northern Loop

For the Northern Loop, we would build a new embankment providing a free-flow link from the M60 eastbound to the M60 southbound (clockwise), including a new bridge over the M66 and junction 18 slip roads. Free-flow links allow drivers to travel from one motorway onto another, without having to stop at a roundabout or traffic lights.

Realigned M66 slip road

We would realign the interchange slip road from the M66 southbound to accommodate the loop. A new bridge would be built to allow the realigned M66 slip road (M66 southbound diverge) to pass over the new Northern Loop.

What's changed and why?

This design has been updated from the public consultation in summer 2020 which showed the M66 slip road passing under the new loop. This update to the design would bring the following benefits:

- Improve safety by providing road users with greater visibility when merging onto the M60 southbound from the realigned slip road
- No longer a need to build a retaining wall between the new loop and M66 slip road (this would have been difficult to construct and maintain)
- Reduce the amount of construction materials required in creating the new link

New free-flow link

We would build an upgraded two-lane free-flow link road from the M60 northbound to the M60 westbound (anti-clockwise).

What's changed and why?

This design has been updated from the public consultation in summer 2020 which showed the addition of a new free-flow lane replacing the existing lane. Two lanes would now be created from the existing single free-flow lane by utilising additional space at the side of the carriageway. This update to the design would bring the following benefits:

- Allow us to deliver the same traffic capacity whilst minimising the impact on the environment by reducing the amount of land required to build the scheme
- Enable us to retain the existing gantries on the carriageway
- Improve driver visibility by increasing the width of the verge

Widening of M66 southbound

We would widen the M66 southbound to 4 lanes as it passes through junction 18 to accommodate the increased traffic volume from the Northern Loop.

Widening of the M60 between junctions 17 and 18

To make the best use of the improved junction, we want to ensure drivers don't have to queue along the M60 to join the slip roads, or queue on the slip roads to join the M60 at busy times. The best way to do this is to widen the carriageway along the short section of the M60 between junctions 17 and 18, adding a fifth lane in both directions.

We know that there is an increased risk of collisions when traffic merges from a slip road onto a motorway and when traffic changes lanes, especially during busy periods. By introducing an additional

lane in each direction between junction 17 and junction 18, traffic joining the M60 at one junction and leaving at the next will not have to change lanes as often. Traffic travelling eastbound along the M60 will need to move to lane 3 to continue on the M62 past Simister Island Interchange.

Traffic heading westbound on the M62 turning north towards Bury will find less traffic using the M60 junction 18 roundabout due to the new loop and should therefore pass through the traffic signals more smoothly.

A new hard shoulder will be created between junctions 17 and 18 at the side of the five traffic lanes.

What's changed and why?

This design has been updated from the public consultation in summer 2020 which only showed the conversion of the hard shoulder into a fifth running lane. By introducing a fifth lane with a new hard shoulder, we'll be able to increase the capacity of the motorway and improve the current coverage of hard shoulder between junction 17 and 18 of the M60.

Renewal of signs and signage

To help drivers navigate the new road layout, we will introduce improved signage and signalling including:

- New traffic signals, signs and street lighting at junction 18 and throughout the M60 junction 17 to 18 corridor
- Renewed traffic signals at the M60 junction 18 roundabout
- New gantries on the M66 southbound and between the M60 junctions 17 and 18

These new signs will make it clear to drivers which lane they need to be in on the approach to the improved interchange. Travelling on the M60 eastbound (from junction 17), the slip road diverge to the left will now take you to the new loop, to then rejoin the M60 clockwise (towards Middleton). The next diverge lane over (lane 2) will take drivers onto the M66 northwards to Bury. This will all be signed

earlier along the route to show M60 drivers which lane they need to be in, and allow those joining at junction 17 to stay in the new lane until they turn off.

Technology and safety improvements

We'll be making further improvements to make the new road layout even safer. This includes new lane signals and more CCTV coverage.

Extension of scheme area

See map on page 6.

What's changed and why?

We identified the need for additional gantries on the M60 to the north of junction 18, meaning we have extended the scheme area to the north. This is to incorporate the construction areas on the M66 verges which will be required to accommodate the new gantries.

The scheme area has also been extended west along the M60 to incorporate junction 17 and the surrounding land, south west of junction 18 and south along the M60. This is to incorporate additional drainage which is required to ensure the scheme does not adversely affect the watercourses or water quality within the area.

This will also allow us to mitigate the flood risk within the area. This risk would otherwise increase, due to the additional rainfall forecast in the medium- to long-term due to climate change, as well as the increase in paved areas as a result of the scheme. We will therefore be introducing drainage mitigation measures including creating attenuation ponds for the rainwater to be held in before being directed into existing watercourses. This prevents local watercourses becoming overloaded during periods of heavy rain. The following attenuation ponds will be created:

- **Pond 1** – Land north east of Simister Island Interchange next to the Northern Loop
- **Pond 2** – Land north of Simister Island Interchange, to the east of the M66

- **Pond 4** – Land south west of Simister Island Interchange, west of the M60
- **Pond 5** – Land south of Simister Island Interchange to the west of the M60
- **Pond 6** – Land south of Whitefield golf course to the north of the M60
- **Pond 7** – Land north west of Simister Island Interchange, to the north of the M60

For full details about the ponds, please see Chapter 14 of the Preliminary Environmental Information Report. The numbering of the ponds is explained in our FAQs document. Both documents are available on our project webpage.

Footpath diversion

Two public rights of way, which currently run along the east side of the M66 southbound, would be diverted due to the construction of the Northern Loop and Pond 2. We would also realign a small number of footpaths on the land between Whitefield golf course and the M60 which would be affected by Pond 6. A small section of public right of way would also be diverted near to Pond 5, which is located west of the M60 and south of Simister Island Interchange.

Construction management

As part of our DCO application, we will produce an outline (also called the ‘first iteration’) of an Environmental Management Plan (EMP). This will summarise the measures we will include to reduce the impact of the work on the local environment and communities during construction. We will make sure, as far as possible, that the scheme can be delivered to minimise the impact on residents and road users.

We will plan the construction with the aim of keeping traffic flowing through the junction at peak times, taking into account periods of high usage, such as bank holidays, large public or sporting events and other nearby roadworks. We will also put in place measures to minimise noise and dust.

We will install temporary traffic management to separate traffic from the construction activities and provide safe working areas for our workers. We will also introduce designated access routes for construction traffic and machinery to keep it separate from road users as much as possible.

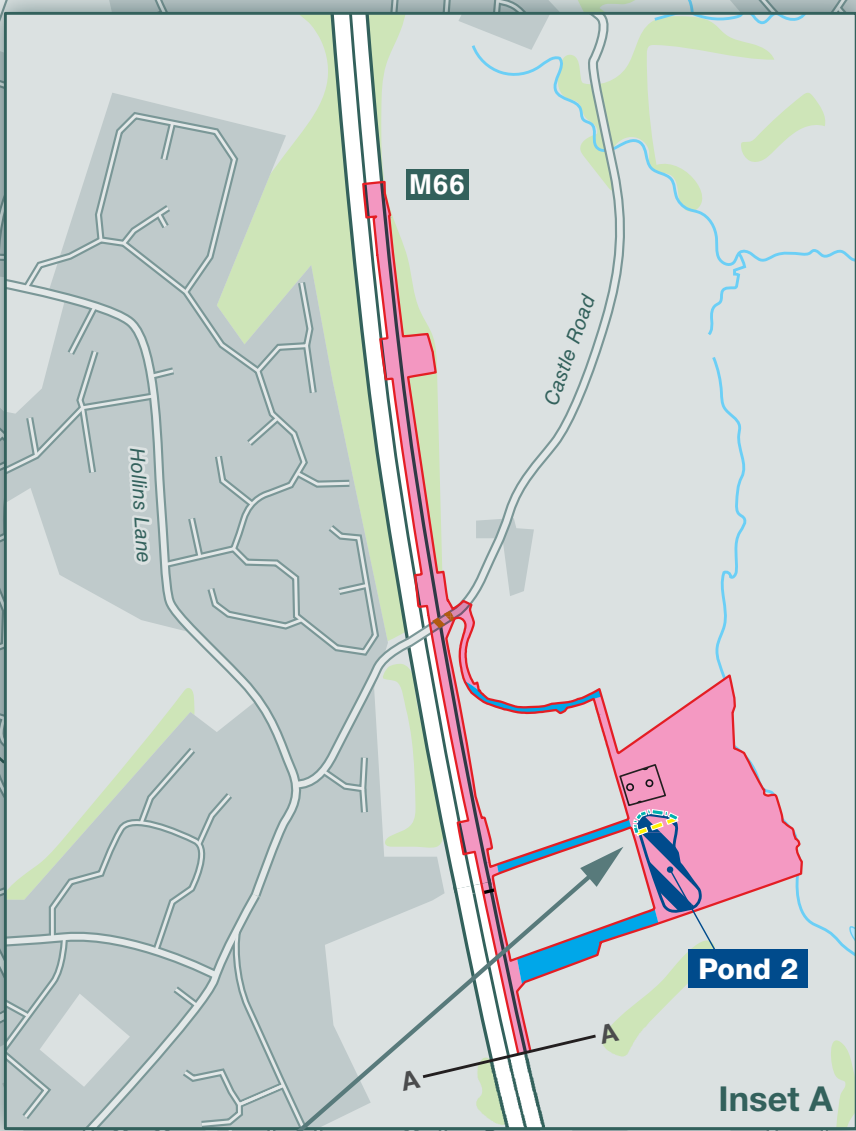
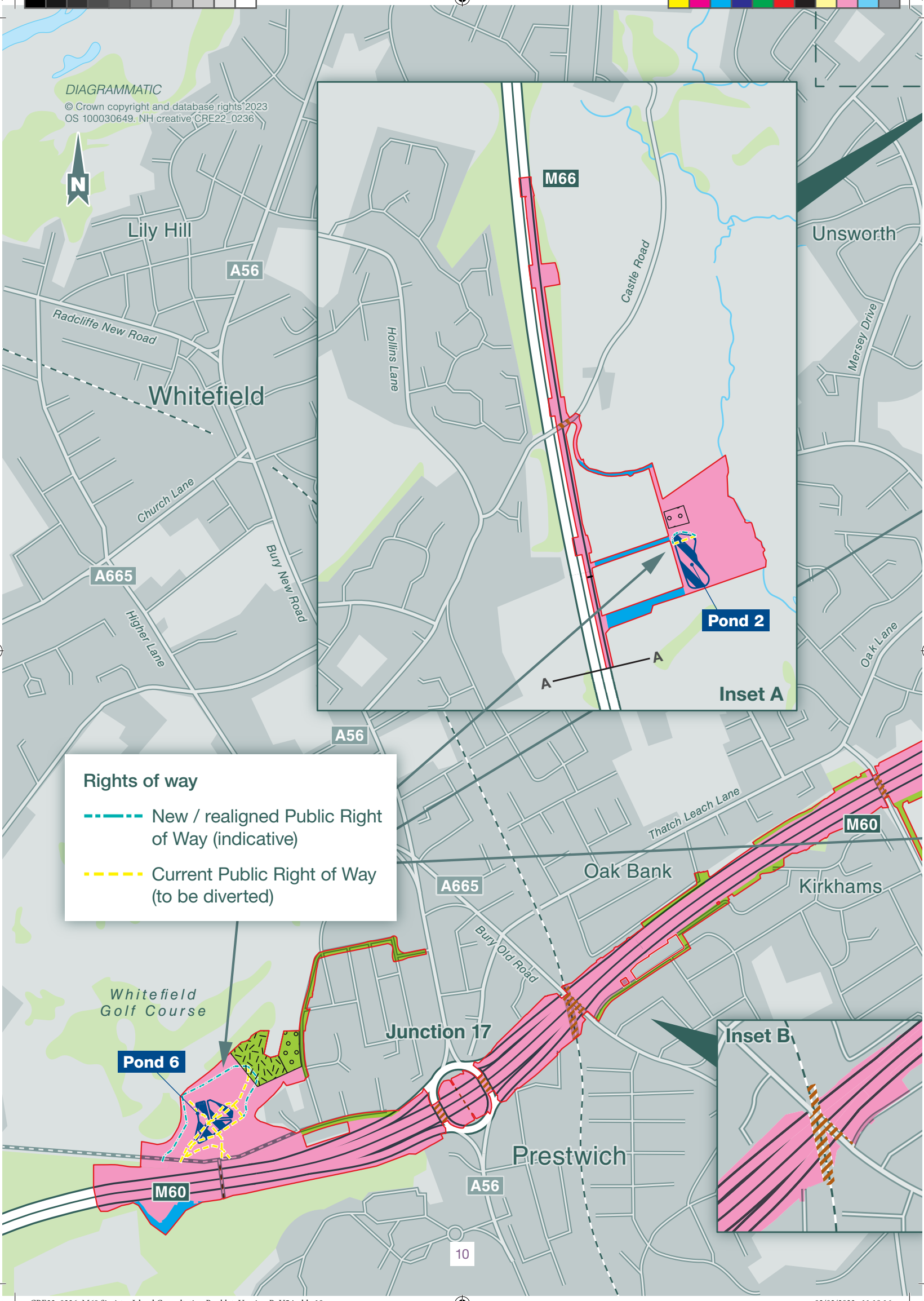
Some temporary lane closures and temporary full road closures will be required. Full closures will be communicated in advance, and signed diversion routes will be put in place. We will employ a Community Relations Manager who will keep you informed of our activities.

Proposed land usage plan

See map on the next page.

DIAGRAMMATIC



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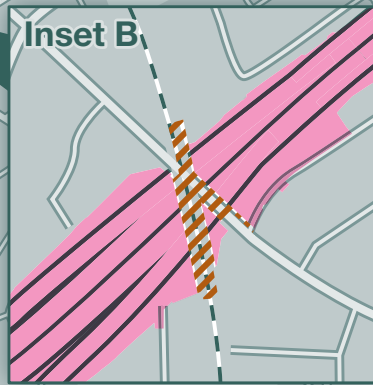
Pond 2

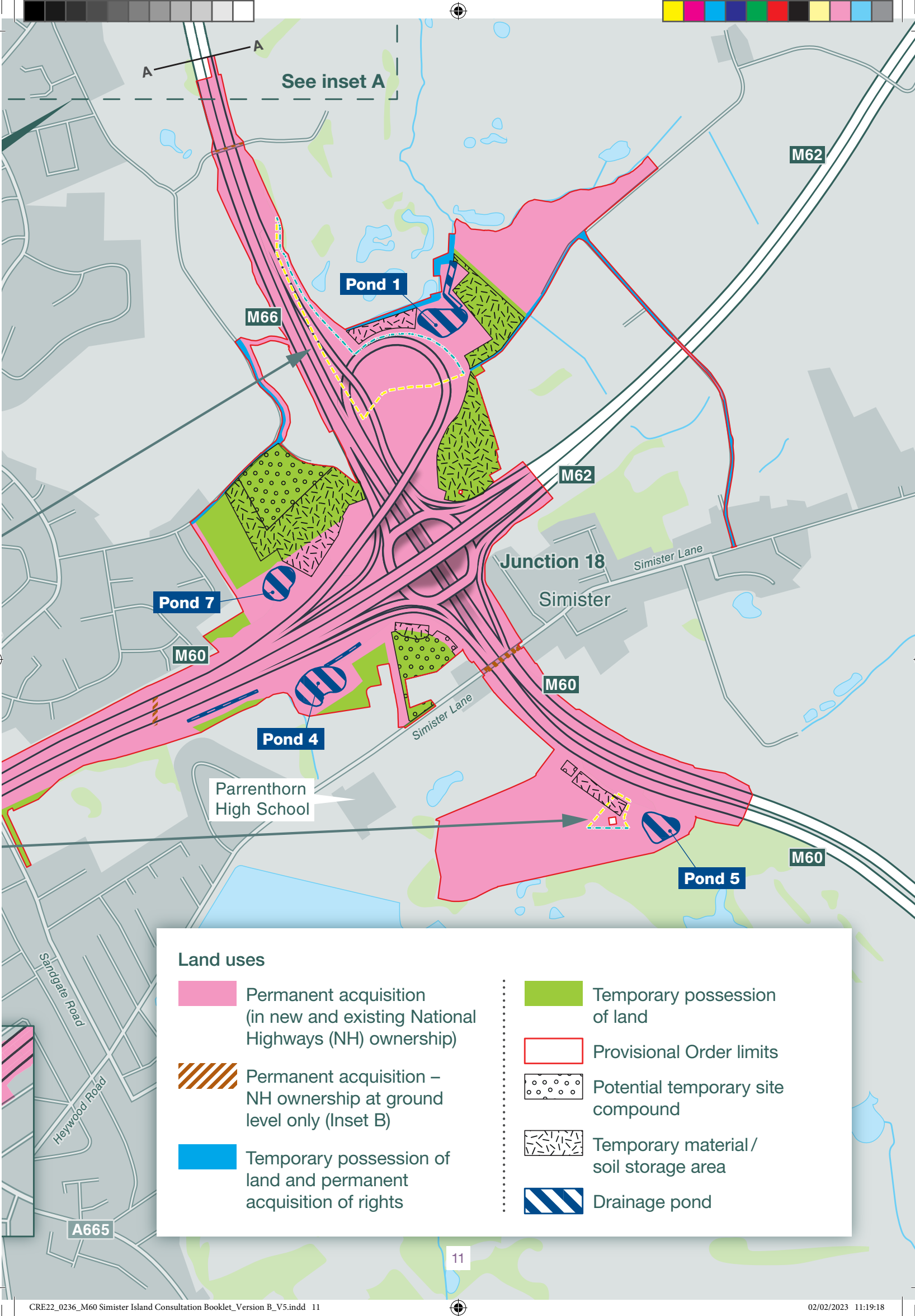
Inset A

Rights of way

-  New / realigned Public Right of Way (indicative)
-  Current Public Right of Way (to be diverted)

Inset B





See inset A

Pond 1

M66

M62

M62

Junction 18
Simister

Simister Lane

Pond 7

M60

M60

Pond 4

Simister Lane

Parrenthorn
High School

M60

Pond 5

Land uses

- Permanent acquisition (in new and existing National Highways (NH) ownership)
- Permanent acquisition – NH ownership at ground level only (Inset B)
- Temporary possession of land and permanent acquisition of rights

- Temporary possession of land
- Provisional Order limits
- Potential temporary site compound
- Temporary material / soil storage area
- Drainage pond

A665



The environmental and health impacts of the scheme

As part of our DCO application, we need to prepare and submit an Environmental Statement, identifying the likely effects of our scheme on the environment and the ways that we'll reduce, or mitigate them. You can read about our current assessment in our Preliminary Environmental Information Report and non-technical summary, which are available on our scheme webpage: www.nationalhighways.co.uk/M60-Simister-Island or at deposit points. We've summarised information on the key topics in the tables below.

Air quality	
Key issues	<p>Simister Island and sections of the connecting motorways (M60, M62 and M66), as well as other major roads, are located within an Air Quality Management Area (AQMA).</p> <p>It is therefore crucial that we do not exceed air quality limits (or objectives) in these areas, at nearby properties or designated ecological sites. There could however also be short-term impacts during construction, from dust travelling through the air.</p>
How we'll assess our impacts	<p>The work will include modelling the scheme's impact on air quality. We will carry out monitoring surveys at key locations around the scheme. The results of this survey, along with monitoring data collected by National Highways and nearby local authorities, will be used to check that our air quality modelling is accurate.</p> <p>We will model for the scheme opening year, as this will be the worst year for air quality from when it opens. After this, air quality is expected to improve due to improvements in vehicle emissions in the future.</p>
How we'll mitigate our impacts	<p>Any temporary effects from construction would be controlled by measures such as suppression of construction dust using water sprays and wheel washing. Our assessment currently shows that the operation of the scheme does not substantially worsen air quality at affected properties and that the risk of exceeding air quality limits in the area near to the scheme is low.</p> <p>Changes in air quality as a result of the scheme could, however, impact a small number of designated ecological sites. If and where required, measures to mitigate significant effects will be introduced. The proposed mitigation measures will be explained further in the Environmental Statement, which will be submitted as part of our DCO application.</p>

Cultural heritage	
Key issues	The scheme could result in direct or indirect impacts on heritage assets like historic buildings, historic landscapes and buried archaeological remains. The scheme design has the potential to change the setting of heritage assets and remove or damage archaeological remains during construction.
How we'll assess our impacts	To assess impacts on known heritage assets, we'll establish the value of the affected asset and its sensitivity to change, then determine potential effects. We will assess the impact of the scheme upon heritage assets by carrying out walkover surveys, settings surveys and, where appropriate, archaeological investigations. The assessment of impact to archaeological remains and the locations of archaeological investigation will utilise information about past land use and land disturbance.
How we'll mitigate our impacts	Potential mitigation measures could include the preservation of archaeological remains by record prior to or during construction. Where visual impacts to upstanding heritage assets have been identified, landscape design measures will be incorporated by refining the scheme design.

Biodiversity	
Key issues	The scheme could affect wildlife habitats, protected species (including European protected species), such as great crested newts, bats, breeding birds and badgers.
How we'll assess our impacts	We will carry out a range of ecological surveys to assess designated sites, habitats and protected species. Surveys will be undertaken to identify areas where protected species are present, including great crested newts, bats, badgers, breeding birds, otters, water voles and terrestrial invertebrates. Field based survey work will be supplemented by desk-based assessments of the area to further inform the potential impacts of the scheme.
How we'll mitigate our impacts	We will include mitigation measures in our scheme design to avoid and reduce our impacts where required, including sensitive lighting, creating new habitats and carrying out planting with the aim of achieving no overall loss of biodiversity as a result of the scheme. Our construction will also be managed by strict adherence to the measures and commitments set out in the EMP.

Landscape and visual effects

Key issues	<p>The scheme is likely to alter the character of the local landscape and change people's views due to the loss of vegetation and topographical changes. Disturbance would also be caused by construction activities including site compounds, haulage routes and soil storage areas.</p> <p>Changes following the scheme completion are also likely to occur from an increase in motorway infrastructure, and from new highway structures and features, such as new bridges, lighting and disturbance from traffic.</p>
How we'll assess our impacts	<p>We will continue to review the scheme design and carry out detailed desk studies and site surveys to identify where impacts are likely to occur. Assessments will be undertaken following Landscape and Visual Impact Assessment guidelines to allow us to evaluate how the changes would affect landscape character and people's views, and to identify opportunities to avoid, reduce or mitigate potential impacts.</p> <p>We will also consider the feedback from the community on the landscape and the features they value.</p>
How we'll mitigate our impacts	<p>Initially we will try to avoid or reduce adverse effects on the landscape and on people's views by designing the scheme to the 'best fit' for the landscape through good road design, responding to landscape character and and considering views within communities communities through which the road passes.</p> <p>Where mitigation is required, we'll do this through careful planting along highway verges, on embankments and around new structures and attenuation ponds, and by designing features to fit with the landscape context, where practicable. Planting could include lines of trees and shrubs and new areas of woodland to break up the scale of the road, help screen new highway structures, traffic and lighting and help integrate the scheme into the existing landscape.</p> <p>We will also work with ecologists and arboriculturists to consider opportunities for wildlife habitats, including planting more hedgerows and hedgerow trees and creating wetland habitats around new ponds.</p>

Road drainage and the water environment

Key issues	<p>The scheme could affect the surrounding water environment during construction, and once the road is operational, through surface water pollution, flooding and changes to groundwater, and surface water flows.</p>
How we'll assess our impacts	<p>Working with Bury Council and the Environment Agency, we'll carry out assessments for flood risk, water quality, groundwater and river flow characteristics to test our designs, identify issues and make adaptations. We'll also evaluate the impact of the scheme on local water bodies and consider opportunities for improvements.</p>
How we'll mitigate our impacts	<p>We will design the scheme to reduce the impacts on the water environment and avoid flood risks. Our EMP will also include mitigation measures to avoid flooding, pollution and impacts on watercourses during construction.</p>

Noise and vibration	
Key issues	<p>Residents who live close to the existing route are unlikely to notice a difference in the road traffic noise, although there may be non-significant (slight) increases or decreases in road traffic noise for some properties.</p> <p>The construction phase is likely to result in higher noise levels during some phases of the works, but these would be temporary.</p>
How we'll assess our impacts	<p>We will use traffic data and noise modelling software to predict the road traffic noise and vibration levels created by the scheme in the future. This helps us to identify places where changes in road traffic could be an issue and include mitigation measures in our design. Our assessment will follow established best practice guidance and British Standards.</p>
How we'll mitigate our impacts	<p>Where required measures like low noise surfacing and noise barriers will be included in our scheme design. Barriers could include new or extended noise fencing. During construction measures like perimeter fencing will be included in our EMP.</p>

Climate	
Key issues	<p>The scheme will generate carbon emissions during construction and operation through the use of electricity, fuel and materials needed to build the scheme as well as maintain it.</p>
How we'll assess our impacts	<p>We will carefully monitor our carbon impact by using carbon accounting tools and methods such as life cycle assessments. We will look to identify carbon saving opportunities, such as the use of sustainable fuels and building materials, to minimise the impact on the climate.</p> <p>We will also consider the effect climate change will have on the scheme and we will make sure it is resilient to any change (for example, from increased rainfall).</p>
How we'll mitigate our impacts	<p>We will identify opportunities to reduce carbon emissions across the scheme and will organise these reduction opportunities around the carbon reduction hierarchy of:</p> <p>Build nothing: Remove all, except the most, necessary aspects, of the scheme from the design and explore alternative options and approaches to achieve the scheme's objectives.</p> <p>Build less: 'Smart' design ideas that will reduce the use of materials and optimise the use of existing road infrastructure where possible to avoid additional construction.</p> <p>Build clever: Use of industry leading sustainable building materials, such as cement and concrete substitutes, recycled steel and asphalt.</p> <p>Build efficiently: Look to use new technology as it develops, such as low emission construction machinery and recycling waste back into the project where possible to increase efficiency and reduce material use.</p>

Geology and soils	
Key issues	The construction of the scheme will cause loss of agricultural soil. It may also encounter historical soil contamination from previous industrial land uses and ground gases from historical landfills
How we'll assess our impacts	We are using digital mapping and other regulatory data sources to assess historical land uses and the location and content of landfills in the area. We are undertaking ground investigations to identify soil contamination and assessing the risk of ground gases from nearby historical landfills.
How we'll mitigate our impacts	The data from the desk study and ground investigation will be assessed to determine whether there is risk to people from ground gas and soil contamination, and to mitigate these risks during the construction process. Should soil contamination be encountered then we'll carry out improvement works to remove the contamination or prevent the contamination impacting on sensitive end users or groundwater.

Material assets and waste	
Key issues	The scheme will require materials during construction that will include non-renewable natural resources and will generate waste that will need to be managed and disposed of off-site. The scheme is also located over areas of peat and is within mineral safeguarding areas, where sand and gravel, brick clay and coal resources are protected.
How we'll assess our impacts	<p>We are calculating the types and quantities of materials required to construct the scheme, as well as the amount of waste it will produce. We're also looking at how these potential impacts can be minimised.</p> <p>We have consulted with relevant stakeholders, who have confirmed that the scheme is unlikely to significantly impact the mineral resource in the area.</p> <p>Relevant stakeholders have also confirmed that the area is not considered to be an existing or potential peat extraction site and therefore does not impact the scheme for this topic.</p>
How we'll mitigate our impacts	We will include measures through the design and construction of the scheme to minimise the use of new materials, and disposal of waste to landfill. Where feasible, any surplus materials and wastes would be reused, recycled or recovered on or off-site – thereby keeping materials in use / circulation.

Population and human health	
Key issues	<p>During construction there may be temporary disruption which could affect local residents, walkers and cyclists. This may include the use of a small number of residential streets by heavy goods vehicles over part of the construction period. There may also be disruption to public rights of way, including some permanent realignment of routes, and to local roads used by walkers, cyclists and horse riders.</p> <p>Land will also be required to accommodate the scheme. This is likely to include land from a small number of residential properties, parts of some local greenspace (playing fields, a small part of parkland, a golf course and an area of land used by the community for outdoor recreation), some farmland and a small proportion of land proposed for housing development.</p> <p>There may be effects on the mental wellbeing of people due to local concerns over impacts on greenspace, access, construction traffic, noise, air quality and their health.</p>
How we'll assess our impacts	<p>We will identify and evaluate land use and accessibility assets such as the routes people use, farms, residential land and businesses, recreational facilities and other community assets, before speaking with Bury Council and landowners to better understand the impacts.</p> <p>The assessment of health impacts will consider evidence from good quality health studies, data from the Office of Health Improvement and Disparities and the results of our air quality, noise and vibration, geology and soils and landscape and visual assessments. We will seek to speak with the Director of Public Health to better understand health issues of importance to the local area.</p>
How we'll mitigate our impacts	<p>We will design the scheme to limit the impacts on routes used by walkers, cyclists and horse riders, housing, community assets, farms and businesses as far as possible. Where impacts do occur, we will look to mitigate the effects, for example by introducing diversion routes, traffic management measures, or restrictions on the timing of construction works.</p>

Facilities for walkers, cyclists and horse riders

What we're doing	What's changed since our 2020 consultation
We are providing replacement routes for the existing public footpaths which will be affected by the scheme.	This will now include the public footpaths in land between Whitefield golf course and the M60 affected by the proposed drainage infrastructure.
We are working with Bury Council and Transport for Greater Manchester to ensure there are no impacts on existing connections for walkers, cyclists and horse riders across the M60, M62 and M66.	A replacement bridge is no longer required at Hills Lane because the Northern Loop will not affect the existing bridge.

Options selection consultation responses

We have reviewed and considered all of the comments received during the previous consultation, including those which related to design changes of the Northern Loop after it was announced as the preferred route in January 2021.

The most frequent comments on the scheme and our responses are shown below:

Comment	What we have done
Support for the design and its benefits	The scheme was chosen as our preferred route in January 2021.
Design is inadequate	Our assessments and modelling show that the scheme will improve junction 18 of the M60 and facilitate smoother flows of traffic along the M60, M62 and M66 in the scheme area.
Design suggestions and improvements	We reviewed all design suggestions, a number were not feasible due to requiring a significant redesign or did not meet the current design standards for highways. However, a suggestion to utilise the space on the existing free flow link from the M60 northbound to the M60 westbound (anti-clockwise) to create a second lane instead of building a new separate free flow link was investigated and implemented.
Concern over scheme environmental impacts	We will prepare and submit an Environmental Statement, which identifies the likely effects of our scheme on the environment and the ways that we'll reduce or mitigate these. You can read about our current assessment in our Preliminary Environmental Information Report and non-technical summary, which are available on our scheme webpage www.nationalhighways.co.uk/M60-Simister-Island .
Safety concerns and potential to increase accidents	Our design adheres to all current safety guidelines for motorways. We have identified opportunities to encourage better lane discipline, including separating the diverge and merge lanes using hatching and ensuring that the schemes signs are in line with the latest highways guidance.
Concern over loss of hard shoulder between the M60 junction 17 and 18	The design provides a new hard shoulder which will improve the current coverage between the junctions.

Next steps

Once the consultation has closed on Tuesday 28 March, we will review all the feedback received during the consultation. These comments will be used to produce a consultation report which will summarise the findings. It will also include information on how we have had regard to all feedback and how they have informed any changes to our proposals or refinements of the scheme design.

The report will be submitted as part of our DCO application to the Secretary of State for Transport via the Planning Inspectorate and will be available to the public following submission of the application, which is expected to be in winter 2023. Our application will only be accepted if we are able to demonstrate that we have considered all responses to this consultation.

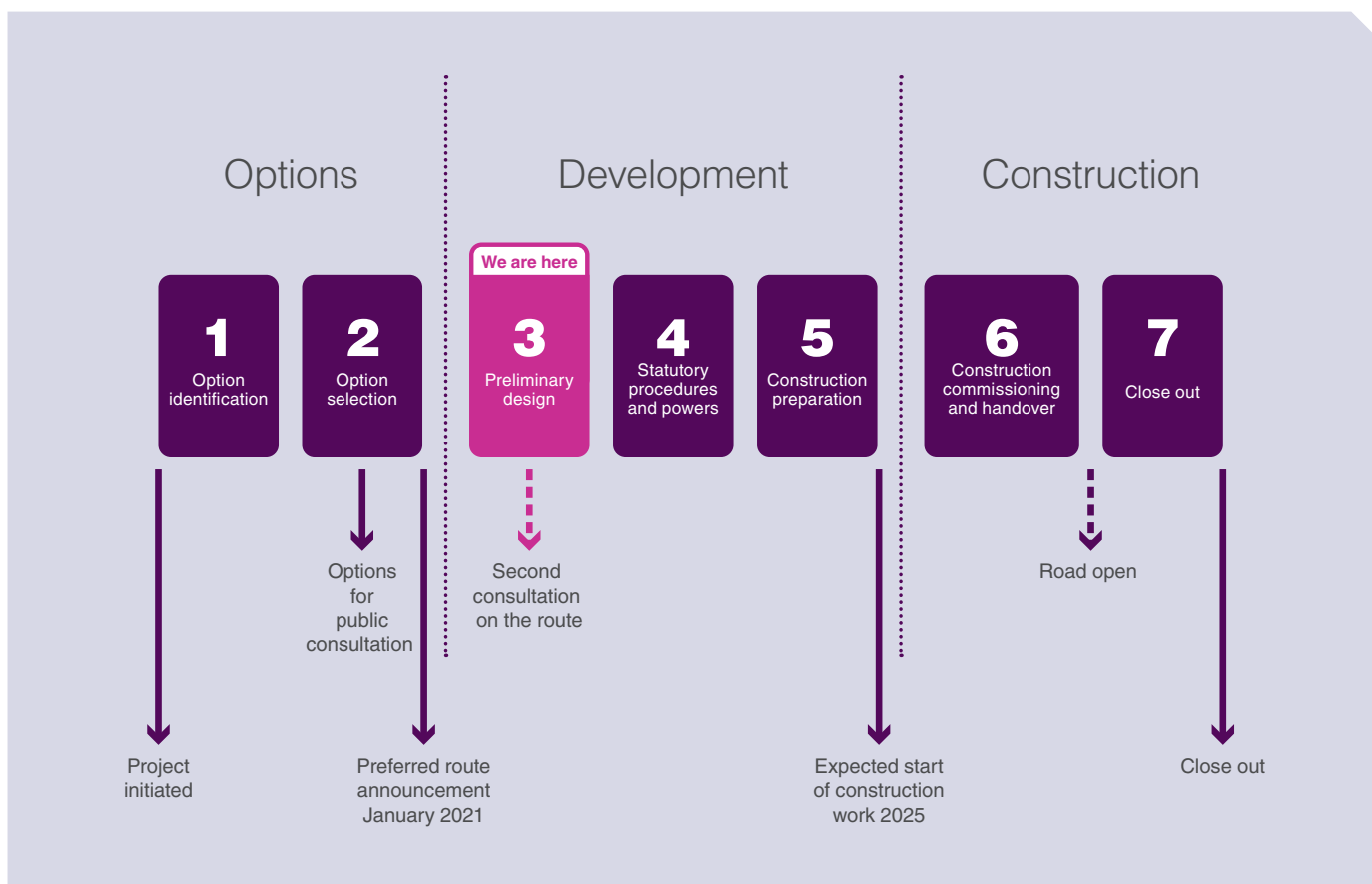
Once our DCO application has been submitted and accepted, the process of examination and decision-making will then take around 18 months. Following acceptance of the DCO application, a

pre-examination stage will begin, with opportunities for local community members to register as an interested party on the Planning Inspectorate website. Bury Council and any other stakeholders are able to prepare representations including local impact reports, which they will submit to the Planning Inspectorate as part of the examination.

An Examining Authority will then examine the DCO application, with input from interested parties and statutory consultees. The examination period lasts for a maximum of six months. Following the examination, the Examining Authority will present its recommendation to the Secretary of State for Transport, who will then make the final decision on whether the DCO should be granted.

We'll carry on working on our detailed design throughout this process and, assuming the DCO application is successful, we expect to start construction work in late 2025.

This process is explained in the diagram below.



More information

For more information, please visit our webpage, where you can also sign up for email alerts whenever the webpage for this scheme is updated. If you have any queries about this scheme, please contact us by calling **0300 123 5000** or emailing the project team at: **M60J18SimisterIslandInterchange@nationalhighways.co.uk**.

To help us shape the final design in preparation of our DCO application to the Planning Inspectorate, it is important you are involved now and submit your response by **Tuesday 28 March**.



Share your
feedback by
11:59pm on
28 March 2023

If you need help accessing this or any other National Highways information, please call **0300 123 5000** and we will help you.



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National Highways creative job number CRE22_0236

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L.2 Consultation Response Form – February 2023

M60/M62/M66 Simister Island Interchange

Public consultation
response form

February 2023

Please make sure you return
your response form in time to
reach us by **28 March 2023**

M60/M62/M66 Simister Island Interchange

Public consultation response form

Introduction

National Highways is currently looking at how to ease congestion and make journeys more reliable at the Simister Island Interchange (M60 junction 18).

More than 90,000 vehicles use this busy junction as a route to the M60, M62 and M66 on a daily basis. With traffic levels predicted to rise in the coming years it is important that the junction is future-proofed as soon as possible, so that it continues to support local needs and economic growth.

The scheme will improve junction 18 of the M60 and facilitate smoother flows of traffic along the M60, M62 and M66, contributing to more reliable and safer journeys into and around Greater Manchester.

Why we're consulting

A major infrastructure scheme like the M60/M62/M66 Simister Island Interchange project requires a Development Consent Order (DCO) so that it can be built, maintained and operated. As part of the planning process, we're required to consult about the proposed application for a DCO, before the application is submitted to the Planning Inspectorate. You can find out more about the planning process online – please refer to the consultation brochure for links to online resources.

The purpose of this consultation is to seek your views on the proposals. Your feedback is important and will inform our continuing development of the project before we submit our DCO.

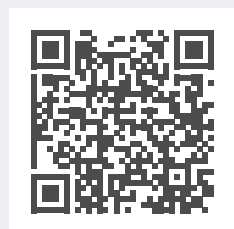
Public consultation response form

We would like to hear your views on the scheme, including the design changes we have made to our proposals since our preferred route announcement in January 2021. Please share your views with us by completing this response form and posting it to us using our freepost address:
FREEPOST M60 J18 SIMISTER ISLAND

You can also fill out a copy of this response form online via our webpage at:

www.nationalhighways.co.uk/M60-Simister-Island

If you would like to be kept informed on the progress of the scheme please visit the website **www.nationalhighways.co.uk/M60-Simister-Island** and sign up for updates.



Use a smartphone camera to scan this QR code and quickly access our project web page.

Please make sure
you return your
response form in
time to reach us by
**11:59pm on
28 March 2023.**

Your data, your rights

On 25 May 2018, the General Data Protection Regulations (GDPR) became law. The law requires National Highways to explain to you – consultees, stakeholders and customers – how your personal data will be used and stored.

National Highways adheres to the government's consultation principles, the Planning Act 2008 and the Highways Act 1980 as required, and may collect personal data to help shape development of highways schemes.

Personal data collected by the project team will be processed and retained by National Highways and its appointed contractors until the scheme is complete.

In some instances consultation responses may also be sent to the Planning Inspectorate. To view the Planning Inspectorate's information relating to GDPR at Examination events please visit: **infrastructure.planninginspectorate.gov.uk/help/privacy-notice/**

Under the GDPR regulations you have the following rights:

- Right of access to the data (Subject Access Request)
- Right for the rectification of errors
- Right to erasure of personal data – this is not an absolute right under the legislation
- Right to restrict processing or to object to processing
- Right to data portability

If, at any point, National Highways plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will tell you what that other purpose is. We will do this prior to any further processing taking place and we will include any relevant additional information, including your right to object to that further processing.

You have the right to lodge a complaint with the supervisory authority, the Information Commissioners Office.



If you'd like more information about how we manage data, or a copy of our privacy notice, please contact: **DataProtectionAdvice@nationalhighways.co.uk**

How are you responding to this public consultation?

- As an individual
- As an organisation
- As a representative of a group

Please provide us with your postcode so that we can understand where people are responding from:

Postcode:

If you are responding on behalf of a group, organisation or club please state the name and your role in the box below and how the views of members were gathered.

Name of group, organisation or club:

.....

Role in group, organisation or club:

.....

.....

How the views of members were gathered:

.....

.....

Environmental and health mitigation

We've prepared a Preliminary Environmental Information Report (PEIR) which sets out how each environmental topic area is being assessed, the potential environmental effects of our proposals and the measures we'll take to reduce any impact. There is a non-technical summary (NTS) of this report too. To read a copy of our PEIR or NTS, please visit www.nationalhighways.co.uk/M60-Simister-Island. There is also a summary of the PEIR and NTS on pages 13 to 20 of the consultation brochure.

5. To what extent do you agree or disagree with the proposed environmental mitigation measures?

Environmental and health elements of the scheme	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Don't know
Air Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cultural heritage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Landscape and visual effects	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Biodiversity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Noise and vibration	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Road drainage and the water environment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Climate	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Geology and soils	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Population and human health	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Material assets and waste	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6. Please tell us your reasons for your views above:

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Construction

We're continuing to look at how we'll build the project as we develop our proposals, and this includes looking ahead to what happens during construction.

We're working closely with landowners and stakeholders, including Bury Council, to identify potential construction impacts and the measures that we'll use to reduce them. We're also looking to reduce disruption and the number of lorries delivering or collecting materials. Where possible, we'll also re-use excavated materials from the existing landscape.

More information on our plans for construction can be found on page 9 of the consultation brochure. To read a copy of our PEIR or NTS which contains information on how we will mitigate construction issues, please visit www.nationalhighways.co.uk/M60-Simister-Island.

7. To what extent do you agree or disagree that our proposals will minimise the impacts of construction?

- | | |
|---|-------------------------------------|
| <input type="checkbox"/> Strongly agree | <input type="checkbox"/> Agree |
| <input type="checkbox"/> Neither agree nor disagree | <input type="checkbox"/> Disagree |
| <input type="checkbox"/> Strongly disagree | <input type="checkbox"/> Don't know |

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

- | | |
|---|-------------------------------------|
| <input type="checkbox"/> Strongly agree | <input type="checkbox"/> Agree |
| <input type="checkbox"/> Neither agree nor disagree | <input type="checkbox"/> Disagree |
| <input type="checkbox"/> Strongly disagree | <input type="checkbox"/> Don't know |

9. Please tell us if there is anything else we need to consider as we develop our construction plans further?

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Further comments

10. Do you have any further comments you would like to make on the proposals?

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Please continue on a separate sheet of paper if necessary.

Please help us understand the range of people we are consulting by completing the following section. This information will not be used for any other purpose.

Your age: 16–24 25–34 35–44
 45–54 55–64 65+

Do you consider yourself to have a disability?

Yes No Prefer not to say

Did you participate in one of our events or join one of our webinars?

Yes No

How did you hear about the consultation?

- | | |
|---|--|
| <input type="checkbox"/> Newspaper advert | <input type="checkbox"/> Brochure |
| <input type="checkbox"/> Poster | <input type="checkbox"/> Scheme web page alert |
| <input type="checkbox"/> Social media | <input type="checkbox"/> Consultation event |
| <input type="checkbox"/> Word of mouth | <input type="checkbox"/> other |
| <input type="checkbox"/> Postcard | |

Please make sure you return your response form in time to reach us by
11:59pm on 28 March 2023

**L.3 Preliminary Environmental Information Report - Non-
Technical Summary – February 2023**

M60/M62/M66 Simister Island Interchange

**Preliminary Environmental Information Report
Non-Technical Summary**

Document Control

Project Manager:	Bernardo Begonha
Originator (Company):	Jacobs
Document Number:	HE548642-JAC-EGN-SII_MLT-RP-LE-0031
Rev Number:	P03
Date:	26/01/23
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Client Ref Number (PIN):	HE548642
PCF Stage:	3

Document history and status

Revision	Date	Description	By	Check	Review	Approved
P03	26/01/23	FINAL	MS	VB	VB	BB
P02	01/03/22	UPDATED FOR STATUTORY CONSULTATION	MS	VB	VB	BB
P01	10/12/21	FINAL VERSION	MS	VB	VB	HD

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Non-Technical Summary

The Preliminary Environmental Information Report Non-Technical Summary (PEIR NTS) has been produced in PDF and digital formats. This document is the PDF format.

The digital PEIR NTS presents the same project information in digital format. The digital PEIR NTS can be accessed via the following link:

<https://experience.arcgis.com/experience/c333028719d14c62a2ae247c3401420c/page/Homepage/>

The digital PEIR NTS can be viewed through internet web browsers on desktop computers, laptops, tablets and mobile phones. It is recommended that recent versions of the Google Chrome, Mozilla Firefox, Apple Safari or Microsoft Edge web browsers are used to view the digital PEIR NTS.

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1. Introduction

1.1 Scheme overview

- 1.1.1 National Highways on behalf of the Department for Transport is proposing to deliver improvements to the M60/M62/M66 Simister Island Interchange and the M60 between junctions 17 and 18 (known as the ‘scheme’) (see **Location plan**). The scheme involves widening of the motorway between junctions 17 to 18 of the M60 from four to five lanes and installing a discontinuous hard shoulder. The scheme also involves alterations of the M66 to provide four lanes southbound through M60 junction 18, construction of a new link road (known as the Northern Loop) linking the M60 eastbound to M60 southbound, and alterations to other slip roads around M60 junction 18 (further detail is given in **Section 2.4**).
- 1.1.2 The scheme is located within the administrative area of Bury Metropolitan Borough Council but also extends into the Rochdale Borough Council, Manchester City Council and Salford City Council administrative areas for some of the study areas used for the preliminary environmental assessment (further detail is given in **Chapter 4**).

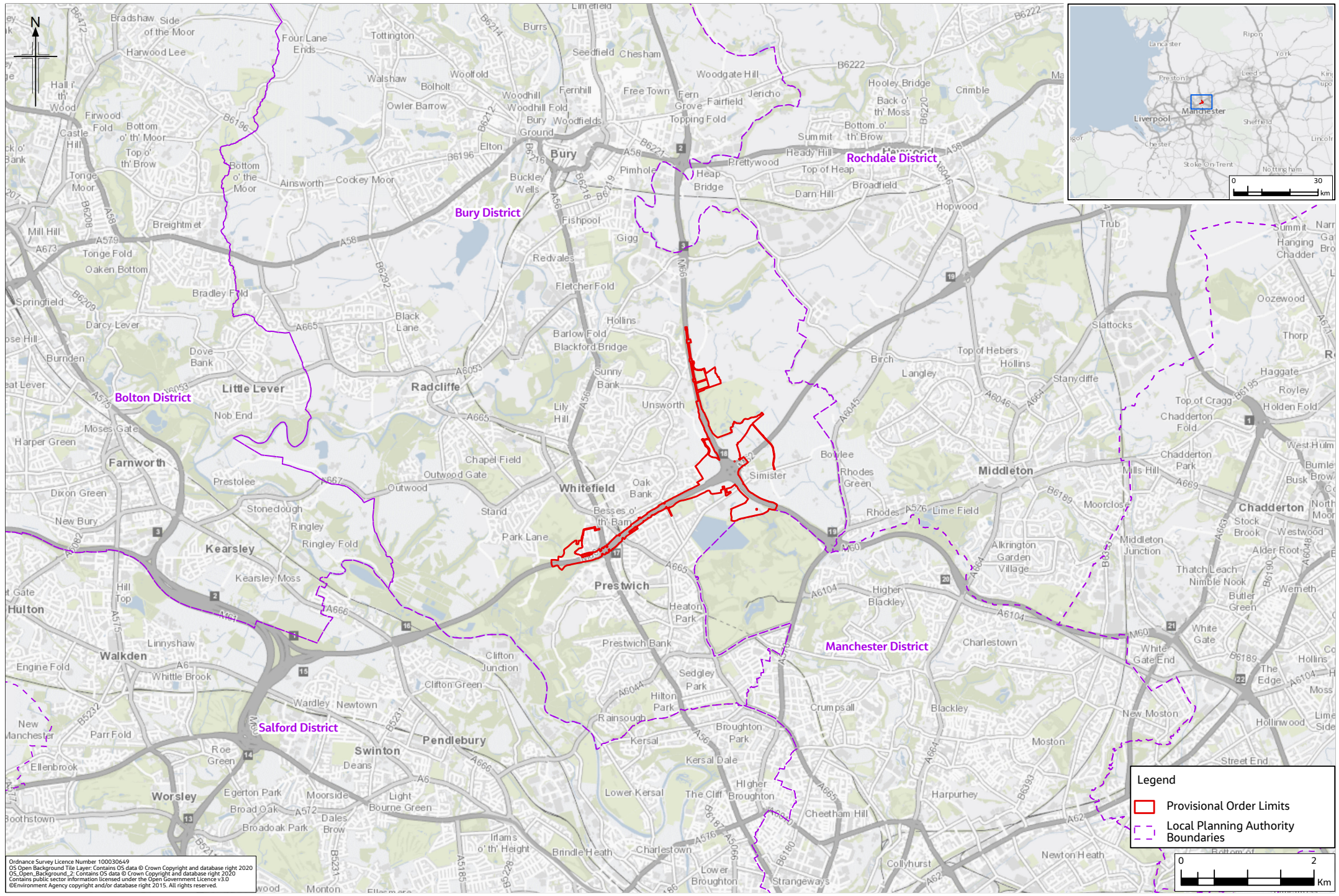
1.2 Development Consent Order

- 1.2.1 The scheme is classed as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008, triggering the need to apply for a Development Consent Order (DCO) in order to construct the scheme.
- 1.2.2 The scheme is currently in the pre-application stage of the DCO process. This involves developing the design and carrying out all necessary assessment and consultation before submitting the application for development consent. We are intending to submit the application for development consent in 2023.
- 1.2.3 The scheme could result in significant environmental effects, so an Environmental Impact Assessment is needed. The results of the Environmental Impact Assessment will be documented in an Environmental Statement, which we will submit as part of the application for development consent.

1.3 Preliminary Environmental Information Report

- 1.3.1 The Preliminary Environmental Information Report (PEIR) for the scheme has been produced to support the statutory consultation. The PEIR includes environmental information to allow consultees to understand the likely significant environmental effects of the scheme and measures proposed to avoid or reduce such effects (known as mitigation measures). The PEIR is provided to help members of the public, consultees and other stakeholders to develop an informed view of the scheme when submitting consultation responses.
- 1.3.2 This is the Non-Technical Summary of the PEIR, which presents the information in the PEIR in non-technical language.

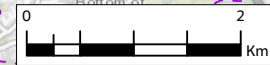
Location Plan



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Legend

- Provisional Order Limits
- Local Planning Authority Boundaries



2. The scheme

2.1 Need for the scheme

- 2.1.1 The M60, M62 and M66 motorways connect important economic areas within Greater Manchester, and also facilitate a connection to Leeds, another important economic area.
- 2.1.2 M60 junction 18 provides the interchange between the M60, M62, and M66 motorways to the north of Manchester. Several significant economic areas are accessed from M60 junction 18, including Manchester's city centre and central business district, Bury Town Centre, Heaton Park and the Pilsworth Road industrial estate.
- 2.1.3 M60 junction 18 is one of the busiest motorway junctions in the north-west, used by approximately 90,000 vehicles every day. This high volume of traffic is above the capacity the interchange was designed for, resulting in congestion and delays. A high accident rate is another issue associated with the junction and surrounding routes.

Traffic on the M60



- 2.1.4 Our proposed improvements to M60 junction 18 would:
- **Reduce traffic congestion and improve journey times** (up to three minutes during rush hour from M66 junction 3 and M60 junction 17) by increasing the capacity of the interchange and allowing traffic to flow more freely
 - **Reduce traffic on some local roads** as reduced delays on the motorway network makes travelling on the motorway a more attractive option for vehicle users
 - **Reduce the existing impact of the junction on the surrounding environment** including within Noise Important Areas and Air Quality Management Areas
 - **Ensure that the interchange can cope with a predicted increase in traffic** from more jobs and homes in Greater Manchester

2.2 Environmental input to the design process

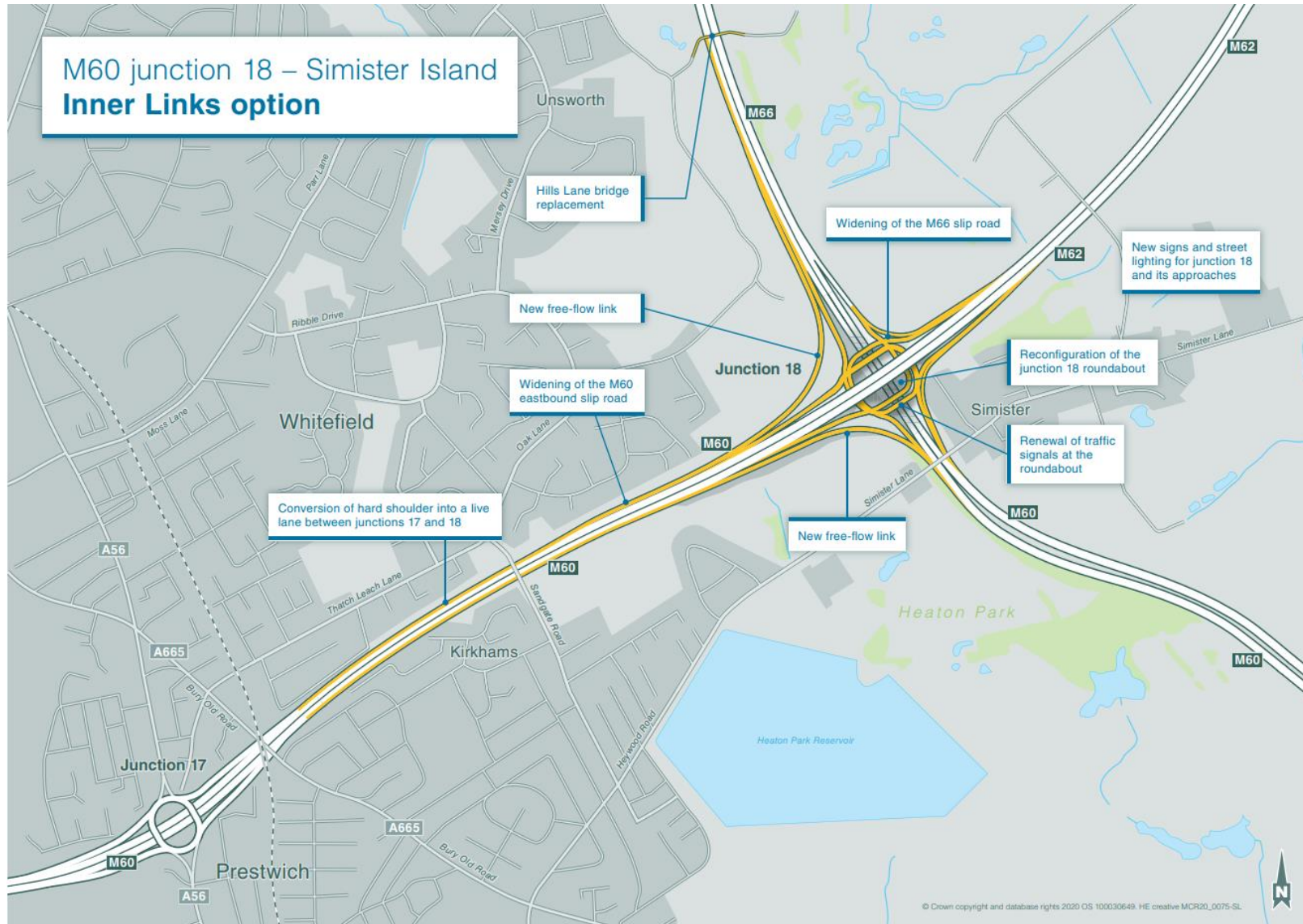
- 2.2.1 The scheme design is being developed through a process in which the ongoing Environmental Impact Assessment identifies measures that are needed to protect or enhance sensitive environmental features. This includes measures such as refining the layout and height of the scheme design, reducing the amount of land required for temporary construction works and the amount of land required permanently for the scheme and altering construction methods.
- 2.2.2 Environmental considerations have been a key factor in developing the preliminary design which is now subject to statutory consultation. The ongoing design development and refinement will continue to be influenced by the Environmental Impact Assessment process.
- 2.2.3 We have developed the following design objectives in relation to the environment for the scheme:
- Retain as much existing vegetation as feasible, including where it provides important visual screening or forms part of the landscape structure. Where vegetation loss is unavoidable, and where practicable, replace and extend areas of proposed planting into the landscape to provide visual screening.
 - Maximise biodiversity gain throughout the scheme and improve wildlife connectivity by incorporating habitats such as hedgerows and lines of trees, linking with retained woodland and hedgerows where possible.
 - Reinforce the landscape character and pattern, and biodiversity, by planting native tree and hedge species typically found within the surrounding local landscape.
 - Aim to limit the overall area of the scheme design as much as possible, including when considering the design and location of drainage ponds.
 - Integrate drainage and earthworks sensitively into the surrounding landscape and plan appropriate planting around the features.
 - Careful design of structures, signage and gantries to help integrate these into the wider landscape.
 - Sensitive design of attenuation ponds, to integrate these features into the landscape and provide greater biodiversity enhancement.
 - Improve the quality and capacity of existing walking, cycling and horse riding infrastructure, , and provide visual interest for local residents, users of public rights of way and public open space.
- 2.2.4 We have also identified mitigation measures to avoid or prevent environmental impacts through the scheme design (known as embedded mitigation) (see **Section 2.3** for further details). In addition, we will apply standard construction and operational management practices for avoiding and reducing environmental effects (known as essential mitigation).

2.3 Scheme development and alternatives considered

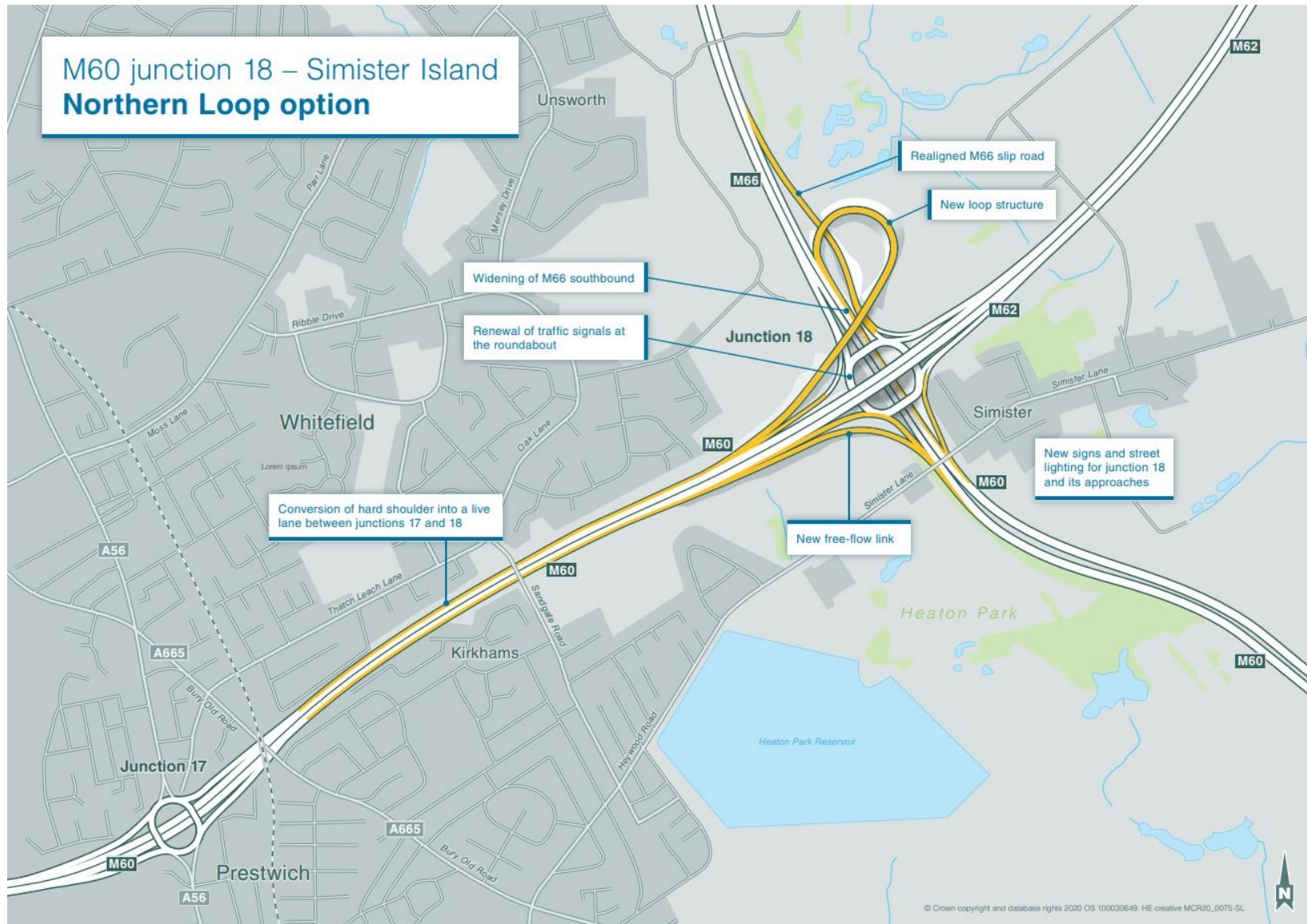
- 2.3.1 148 potential improvement options were identified for the scheme in 2015, with five options initially taken forward for further assessment. After further consideration two

options were taken forward and two further variants were identified. In 2019 two of these four variants, the 'Inner Links' and 'Northern Loop' options (see the **Inner Links** and **Northern Loop** option illustrations), were selected for public consultation.

The 'Inner Links' option presented at public consultation



The 'Northern Loop' option presented at public consultation



- 2.3.2 During our consultation in 2020, respondents agreed that there was a need to improve traffic flows through the junction. There was a clear preference for the Northern Loop option as a means of achieving this, with over two-thirds of respondents preferring the Northern Loop option. The Northern Loop is our preferred option as it would provide greater capacity on the interchange and improve journey times to a greater extent compared with the Inner Links.
- 2.3.3 The ongoing Environmental Impact Assessment process following initial public consultation has influenced the design development of the Northern Loop. Examples of where we have altered the scheme design to avoid or reduce environmental impacts include:
- Changing the height of the Northern Loop so that the M66 southbound diverge link goes onto a bridge, rather than under the Northern Loop, to reduce the volume of earthworks needed to construct the scheme
 - Siting an attenuation pond (a pond that holds water received from paved surfaces during heavy rainfall to reduce flooding) to the north of the M60, rather than within Philips Park Local Nature Reserve, to avoid impacts to sensitive habitats
 - Accessing Philips Park Local Nature Reserve via the M60 in order to construct a new culvert (a structure that allows water to flow under a road), rather than through the park, to minimise loss of habitat and ancient woodland within the Local Nature Reserve
 - Avoiding works to widen the motorway and install hard shoulder provision outside Prestfield Court (Kensington Street). In order to avoid clearance of vegetation along the highway verge which screens some views of the motorway for residents at Prestfield Court. The scheme design was changed so that hard shoulder provision would start further east of Prestfield Court and additional hard shoulder provision was accommodated into the scheme design at Haweswater Aqueduct/Underpass.
- 2.3.4 The preferred option for the scheme was selected based on several factors, including environmental impacts, journey times, complexity of build, affordability, and feedback from the public. For more information on the previous consultation results and the preferred route announcement, please visit our webpage at www.nationalhighways.co.uk/M60-Simister-Island.
- 2.3.5 Since announcing the Northern Loop as our preferred option, we've been reviewing the design of the proposal. As part of this the following alternatives which incorporate a hard shoulder into the design of the stretch of motorway between junctions 17 and 18 of the M60 have been considered:
- Increase the number of lanes between M60 junctions 17 and 18 from four to five lanes in each direction and additionally create a “full” hard shoulder, which would bring the motorway very close to residential properties and require some land from residential properties in some locations. This option was called ‘Option 1’.
 - Increase the number of lanes between M60 junctions 17 and 18 from four to five lanes in each direction and additionally create a discontinuous hard shoulder, with the aim of minimising permanent land requirements and impacts to residential properties. Where possible a hard shoulder would be installed keeping within the Highways Boundary (the extent of the publicly maintained highway managed by

National Highways) that would minimise impacts on residential properties. This option was called 'Option 2'.

- Retain the current number of lanes between M60 junctions 17 and 8 (four lanes in each direction) and existing hard shoulder. This option was called 'Option 3'.

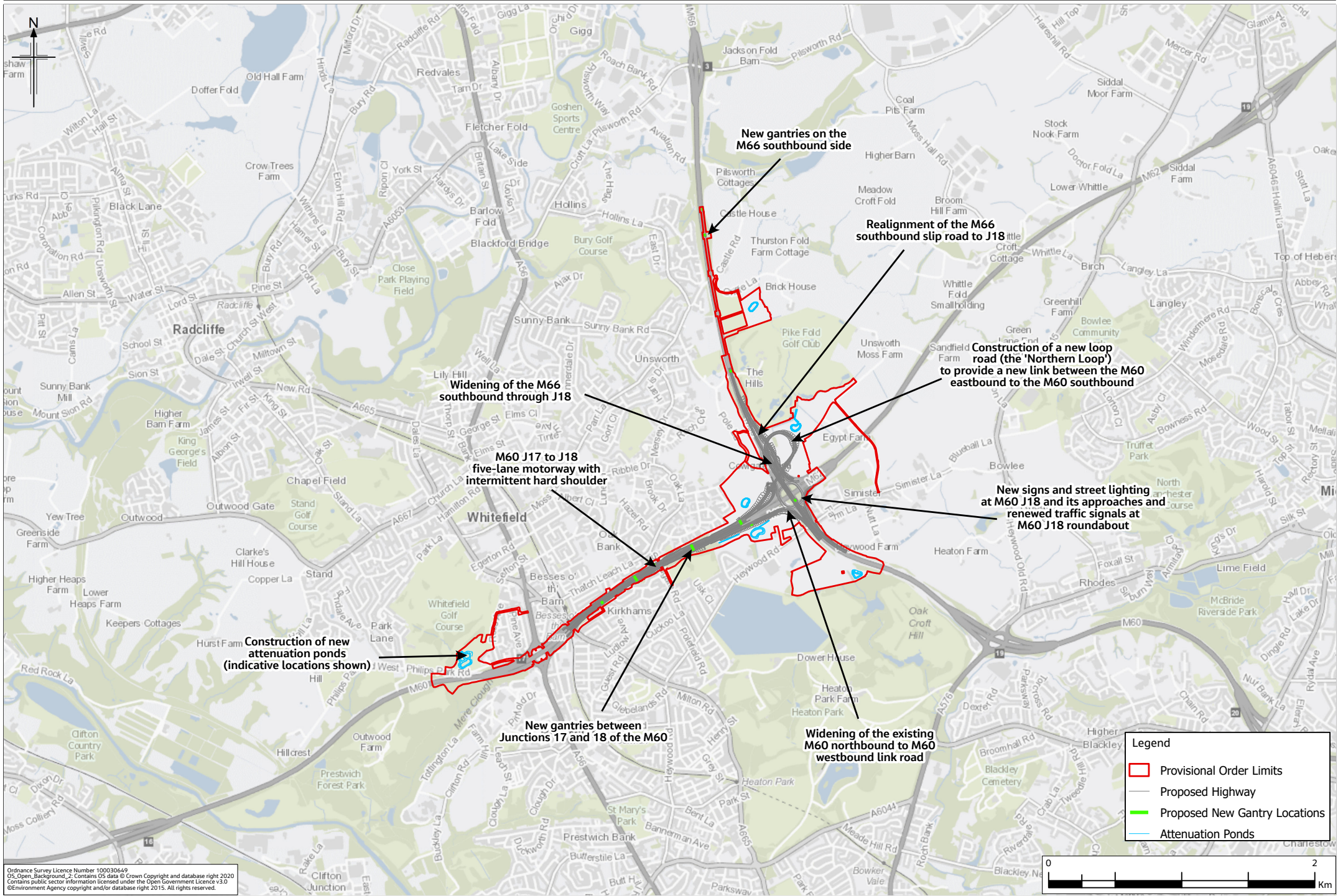
2.3.6 Following an environmental risk assessment and taking into account other considerations such as scheme cost, viability, programme and deliverability, operational safety, engineering and construction challenges and risks, and legal and statutory process challenges and risks, it was recommended that Option 2 should be progressed at PCF Stage 3.

2.4 Key features of the scheme

Scheme design

2.4.1 An overview of the scheme is provided below. Further detail is shown on the General Arrangement Plans (in Map Book 1 of the statutory consultation).

An overview of the Proposed Scheme design



2.4.2 The key elements of the scheme are:

- Widening of the M60 carriageway between junction 17 and 18 from four lanes to five lanes in both directions and installation of a discontinuous hard shoulder. By introducing this layout, traffic joining the M60 at one junction and leaving at the next will not have to change lanes
- Construction of a new loop road (the 'Northern Loop') to provide a new link between the M60 eastbound to the M60 southbound. This will allow drivers to continue along the M60 without having to leave the motorway, navigate the roundabout and re-join the M60
- Widening of the M66 southbound through junction 18 from two lanes to four lanes
- Widening of the existing M60 northbound to M60 westbound link road from one lane to two lanes
- Realignment of the approach to the M60 eastbound to M66 northbound link road as the M66 eastbound off-slip road to the junction 18 roundabout will be closed for general use
- Realignment of the M66 southbound slip road to junction 18 to accommodate the Northern Loop structure, including a new overbridge where the slip road crosses the Northern Loop and realignment of the left turn lane to the M62 eastbound
- Renewal of signs and signals, including new signs and street lighting at M60 junction 18 and its approaches, renewed traffic signals at the M60 junction 18 roundabout, and new gantries on the M66 southbound side and between junctions 17 and 18 of the M60
- Construction of new attenuation ponds to accommodate surface water run-off from the highway and improve water quality

Construction

Construction programme

2.4.3 We expect construction to start in 2025 and take approximately three years. For the first few months, the construction would likely focus on preparing the area for the main construction works to begin, such as setting up temporary construction compounds, moving utility pipes and cables, archaeological work (if required), and environmental protection work (if required).

Environmental management

2.4.4 All construction work would be done with appropriate environmental controls in place, in line with an Environmental Management Plan. This would include specific controls for the construction phase such as:

- Control of noise, dust and other emissions
- Temporary drainage and treatment facilities to protect watercourses from potential pollution
- Restricting construction work to normal daytime hours and avoiding night-time working unless absolutely required to avoid major disruption to road users during the daytime

- Controlling lights used in construction compounds and working areas
- Managing construction compounds to minimise effects on sensitive environmental features and residential areas
- Establishing buffers and work-free zones to protect environmental features

2.4.5 Traffic management (for example, temporary traffic lights, lane closures, contraflows and overnight road closures) would be included in a Traffic Management Plan.

Site compounds

2.4.6 The main site compound is likely to be located to the north-west of M60 junction 18 in land south of Mode Hill Lane and Cowl Gate Farm. This compound would be the main base for the construction team on site, with provision for the main offices, site welfare facilities (toilets and washing facilities, for example), vehicle recovery, staff parking, and a materials storage area. Construction staff would access the site compound via Mode Hill Lane during the enabling works (the works identified under the **Construction programme** section above) phase of the project only, and via a temporary haul road off the M60 eastbound to M66 northbound link to allow construction vehicles to transport construction materials.

2.4.7 In addition to the main site compound, there would be several smaller site compounds to help reduce the number of staff making journeys on and around M60 junction 18 on a daily basis. These smaller site compounds will be subject to further review and may decrease in size and number depending on how the scheme design and work programme develops.

Construction noise and working hours

2.4.8 During major construction work there are many sources of noise. These can include the movement and operation of construction vehicles, and the operation of heavy machinery. To help reduce the impacts of our construction work we would take steps such as timing construction to minimise work outside normal working hours where possible, using low-noise equipment and temporary noise barriers.

2.4.9 To reduce the impact on residents, most construction work would be done during normal daytime working hours. Our normal daytime working hours would probably be between 7.30am and 6pm Monday to Friday, and between 7.30am and 1pm on Saturdays. In addition, there may be an hour before or after these times when we are setting up or closing down the site (this would include activities such as deliveries, movement to place of work and general preparation works, but would not include the operation of machinery or plant).

2.4.10 During the summer months, working hours may extend from 7am to 7pm. These are standard working hours for infrastructure projects across the country. Work done outside of these hours or on bank holidays is considered off-peak work.

2.4.11 There would be some instances when work would need to be done at night or at weekends. There are several reasons for this, such as limiting the disruption to motorists using the motorway, or for safety reasons where we are constructing new bridges or gantries over the motorway.

2.4.12 We will discuss the exact details of construction working hours with the local authorities and these will be detailed in our Environmental Management Plan.

Reducing construction traffic on local roads and traffic management

2.4.13 To reduce the amount of construction traffic on the existing roads, construction traffic would use temporary roads where possible. These are likely to be close to the existing M60, M62 and M66 routes. However, where this is not possible, additional land within the provisional Order Limits (the land required for temporary construction works and permanent land required for the scheme) may need to be used temporarily.

2.4.14 Where the existing road is to be widened, we would keep the road open but have roadworks that make the existing lanes on the motorway narrower and implement lower speed limits.

2.4.15 By locating our site compounds near the existing motorway and using temporary roads, we would aim to limit the number of Heavy Goods Vehicles using local roads.

2.4.16 We would also use shuttle buses to take workers from local transport hubs (e.g. bus depots or railways stations) to and between the site compounds.

3. The Environmental Impact Assessment

3.1 Environmental scoping

3.1.1 An Environmental Scoping Report was produced to set out the preliminary design of the scheme, alternative design options considered, existing baseline environmental conditions, likely significant environmental effects resulting from the scheme, the proposed scope and assessment methodology for the Environmental Impact Assessment, and the proposed structure of the Environmental Statement.

3.1.2 The Environmental Scoping Report was submitted to the Planning Inspectorate on 2 July 2021 in PDF and interactive digital formats. The PDF and digital formats of the Environmental Scoping Report can be viewed on the Planning Inspectorate's website under 'National Infrastructure Applications' or at the following links:

- PDF:

<https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR010064/TR010064-000013-TR010064%20-%20Scoping%20Report%20PDF%20VERSION.pdf>

- Digital report:

<https://experience.arcgis.com/experience/4409d244b5f34f77a996047d4165fb38>

3.1.3 The digital format presents the same project information as the PDF format of the Environmental Scoping Report and can be viewed using recent versions of the Google Chrome, Mozilla Firefox, Apple Safari, or Microsoft Edge web browsers. Guidance on how to use the digital report is available at the link in paragraph 3.1.2 and also provided here:

<https://jacobs.maps.arcgis.com/sharing/rest/content/items/1482b2f9f6274d8fb69dca2940c4119c/data>

3.1.4 The Planning Inspectorate reviewed and consulted on the Environmental Scoping Report and published a Scoping Opinion on 12 August 2021, which can be viewed on the Planning Inspectorate’s website under ‘National Infrastructure Applications’ or at the following link:

<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010064/TR010064-000030-TR010064%20-%20Scoping%20Opinion.pdf>

3.2 Basis of the PEIR

3.2.1 The PEIR has been prepared at an interim stage of the scheme’s preliminary design process. Stakeholder feedback received during the statutory consultation will be considered and could influence the design. There could therefore be changes to the provisional Order Limits (the application land boundary) to allow for changes in temporary working areas, or changes in the amount of land needed for the scheme design and its environmental mitigation areas.

3.2.2 The provisional Order Limits presented in the PEIR are considered a realistic estimate of how much land is likely to be needed to deliver the junction improvements. These are likely to be refined as we get closer to an application for development consent being submitted.

3.2.3 The PEIR therefore represents a ‘snapshot in time’ of the ongoing environmental assessment process. It does not report the full results of the Environmental Impact Assessment, which will be presented in the upcoming Environmental Statement that will be submitted with the application for development consent. As such, the environmental information presented in the PEIR is based on assessment and survey data available at the time of writing the report.

3.3 Surveys and assessment

3.3.1 Environmental surveys have been carried out to inform the environmental assessment, with further surveys to be undertaken in 2023. The following surveys have been undertaken or are due to be undertaken:

- Ecology surveys, including for habitats, bats, birds (including protected and notable species such as barn owls), badgers, great crested newts, otters, water vole, reptiles and terrestrial invertebrates (animals without a backbone that live on land, such as insects)
- Landscape winter and summer surveys
- Arboriculture (tree) surveys
- Air quality monitoring
- Cultural heritage site walkover (an inspection of the site and its surrounding area) survey
- Noise monitoring
- Agricultural Land Classification (an assessment of the quality of agricultural land) soil surveys

- Soil resource survey
- Assessment of the condition and physical features of rivers and streams
- Floating water plantain (a plant that lives on water) survey
- Ground investigation surveys
- Groundwater Dependent Terrestrial Ecosystem (wetlands whose vegetation is dependent on groundwater) survey

3.3.2 Most of the surveys listed in paragraph 3.3.1 were undertaken in 2021 and 2022. Additional barn owl, bat activity, terrestrial invertebrate, arboriculture, ground investigation and GWDTE surveys are due to be undertaken in 2023 to inform the environmental assessment.

3.3.3 In addition to surveys, other predictive techniques are being used to inform the Environmental Impact Assessment, such as air quality, noise and flood risk modelling (computer generated simulations).

3.4 Environmental aspects

3.4.1 The PEIR covers the following environmental aspects: air quality, cultural heritage (including archaeology and built heritage), landscape and visual, biodiversity, geology and soils, material assets and waste, noise and vibration, population and human health, road drainage and the water environment, climate, the interrelationship between these aspects (combined effects), and the potential interactions between the scheme and other proposed developments (cumulative effects). The conclusions from the preliminary assessment of these aspects are summarised in the following sections of this Non-Technical Summary.

3.4.2 In line with regulatory requirements, the PEIR also considers:

- Heat and radiation (whether the scheme would generate heat or introduce new sources of radiation)
- The risk of major accidents and disasters occurring (for example, severe flooding or storms, a major transport incident or critical infrastructure failure) and the scheme's potential vulnerability to, or introduction of, major accidents and disasters
- Effects resulting from the scheme that could potentially affect another European Economic Area state (known as transboundary effects)

3.4.3 The preliminary assessments of the aspects listed above (paragraph 3.4.2) have identified that the scheme is unlikely to result in any significant environmental effects, and they have therefore been scoped out of the assessment.

4. Preliminary environmental assessment

4.1 Air quality

Introduction

4.1.1 Air pollution is associated with adverse health impacts and is recognised as a contributing factor in the onset of conditions such as heart disease and cancer. In

certain circumstances air pollution may adversely affect ecosystems either directly or indirectly through elevated nitrogen deposition (the transfer of nitrogen pollutants from the atmosphere to land and water bodies).

- 4.1.2 We have carried out a preliminary air quality assessment to assess likely changes in concentrations of air pollutants and rates of nitrogen deposition as a result of the scheme.
- 4.1.3 In line with recognised guidance, the preliminary assessment for air quality has focused on the air quality objective and Limit Value for nitrogen dioxide, which is a pollutant contained within road traffic exhaust emissions which is harmful to human health. In addition, ecological receptors have been assessed in order to understand potential changes in rates of nitrogen deposition (the transfer of nitrogen from the atmosphere to vegetation and habitats).
- 4.1.4 The study area for the air quality assessment is based on traffic modelling results, which enabled a network of affected roads to be defined. Features sensitive to air pollution, such as residential properties and ecological sites, within 200 metres of the network of affected roads were identified. Modelling was then undertaken at those features where the highest and/or largest changes in air pollutant concentrations were considered likely to occur. Changes in annual mean concentrations of nitrogen dioxide at human receptors were assessed in comparison to the air quality objective. The risk of exceeding the Limit Value for nitrogen dioxide at the roadside or for a significant increase in nitrogen deposition at ecological receptors was also assessed.

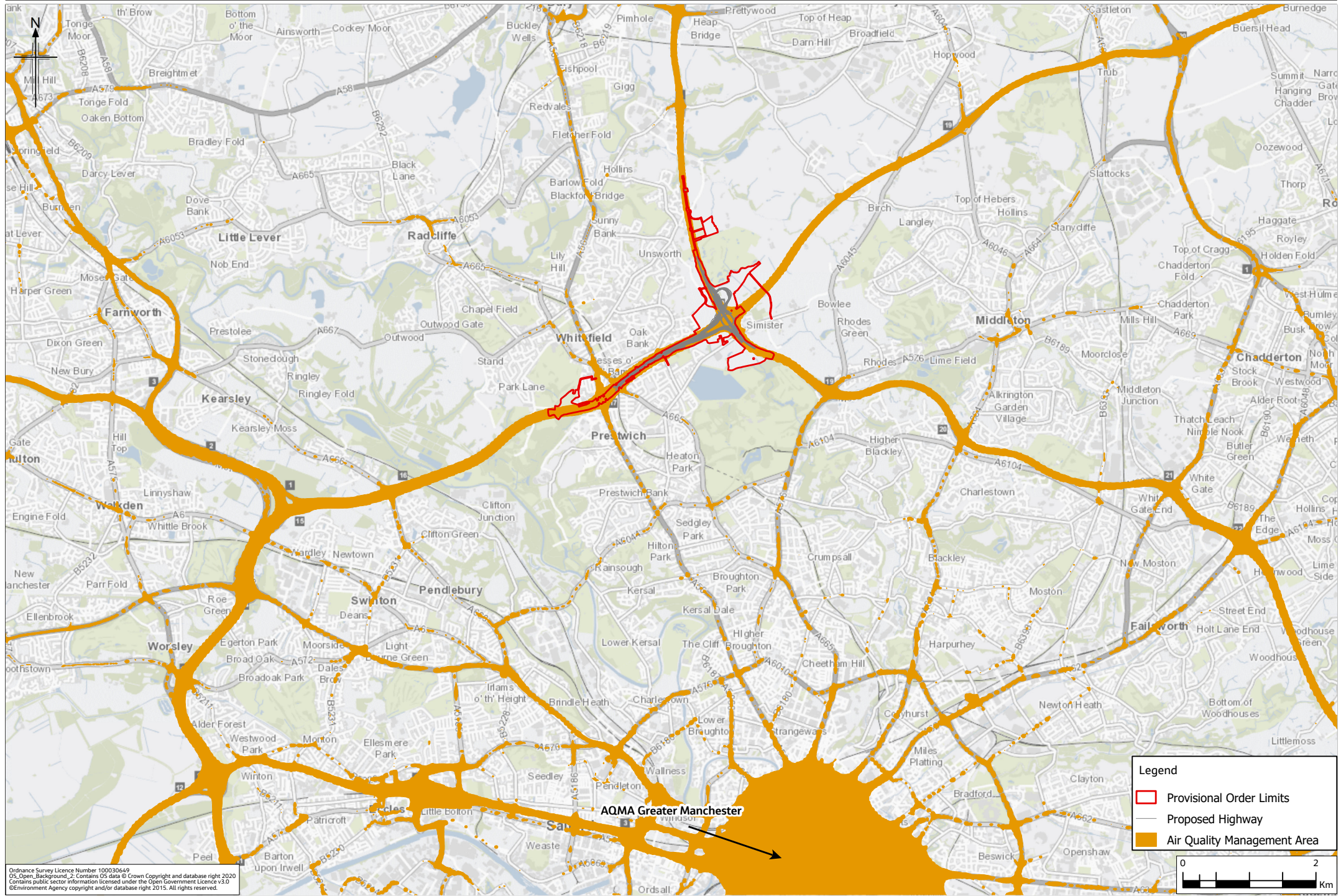
Baseline environment

- 4.1.5 The existing air quality within the study area has been evaluated based on local authority, Highways England (now National Highways) and Transport for Greater Manchester air quality monitoring data collected between 2015 and 2019. We also installed additional temporary monitoring sites along the scheme route and in the general vicinity in 2021. This monitoring recorded potential exceedances of the nitrogen dioxide air quality objective at a number of locations within 1km of the network of affected roads.
- 4.1.6 Air Quality Management Areas (AQMAs) are locations identified by local authorities where specific measures are needed to reduce emissions in order to meet the UK's air quality objectives. There is one AQMA for the whole of Greater Manchester covering the scheme and a number of other key roads in the area.
- 4.1.7 Both the Greater Manchester Combined Authority and National Highways have identified exceedances of the nitrogen dioxide Limit Value adjacent to roads likely to be affected by the scheme. However, by the opening year of the scheme, compliance with the Limit Value is projected to be achieved.
- 4.1.8 Features which are sensitive to changes in air quality near the network of affected roads, and which have been considered in the air quality assessment, are as follows:
- **Human health features** – these are locations that are sensitive to air quality, including residential properties and buildings used by the young, elderly and other vulnerable populations, such as schools and hospitals. We have also considered a

potential residential development next to the scheme at the request of Bury Metropolitan Borough Council.

- **Ecological features** – these are designated ecological sites (such as an ancient woodland site, Local Nature Reserve, and local sites of biological importance) close to the network of affected roads where nitrogen deposition from vehicle exhaust emissions could potentially affect plant health and productivity.
- **Compliance risk features** – these are publicly accessible locations (such as footpaths) or human health features (as described above) near to affected roads at which compliance with air quality Limit Values is assessed.

Greater Manchester Air Quality Management Area



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Effects during construction

- 4.1.9 A screening assessment of preliminary estimates of changes in traffic flows during the construction phase suggests that construction traffic is unlikely to exceed relevant traffic scoping criteria. On this basis, construction phase traffic is considered unlikely to have a significant effect on local air quality. Updated estimates of construction traffic will be considered within the Environmental Statement.
- 4.1.10 We would use well established mitigation measures to control dust emissions during construction, such as dampening down of surfaces, planning the site layout so that dust-causing activities would occur as far from human and ecological features as possible, and erecting screens or barriers around dust-causing activities. With these measures in place, it is unlikely there would be significant effects resulting from dust.

Effects during operation

- 4.1.11 The preliminary assessment has identified that there are some locations where air quality is worsened and some where it is improved. No perceptible worsening in air quality is modelled (i.e. predicted through computer modelling) to occur at receptors where the air quality objective is exceeded with or without the scheme. The largest improvements in air quality are modelled to occur at a small number of receptors where the air quality objective is exceeded without the scheme. These improvements are modelled to occur as a result of a reduction in congestion associated with the scheme. The overall effect of the operation of the scheme on air quality at human receptors is considered **not significant**. Further modelling will be undertaken for the Environmental Statement based on updated traffic modelling results.
- 4.1.12 The nitrogen deposition assessment showed that there is the potential for significant effects to occur at two ecological sites (Clifton Country Park Local Nature Reserve and Rhodes Farm Sewage Works local wildlife site) during operation. Effects on these sites will be assessed in the biodiversity chapter of the upcoming Environmental Statement.
- 4.1.13 The air quality model confirmed that concentrations of nitrogen dioxide at specific roadside locations used to report on compliance with air Limit Values are within the acceptable value set in law.

Conclusion

- 4.1.14 With standard construction phase mitigation measures in place, it is unlikely there would be significant air quality effects resulting from construction dust.
- 4.1.15 For human receptors, **no significant effects** from changes in air quality are expected. Effects from changes in nitrogen deposition are possible for two ecological sites. It is considered that there is no risk of the scheme affecting the UK's reported ability to comply with air quality Limit Values in the shortest timescale possible. These conclusions will be further explored in the Environmental Statement.

4.2 Cultural heritage

Introduction

- 4.2.1 Cultural heritage includes archaeological remains, historic buildings and other structures, and historic landscapes including designated parks and gardens. A preliminary assessment of heritage assets has been undertaken. The assessment considers the historic change of the landscape and potential effects on the setting of heritage assets.

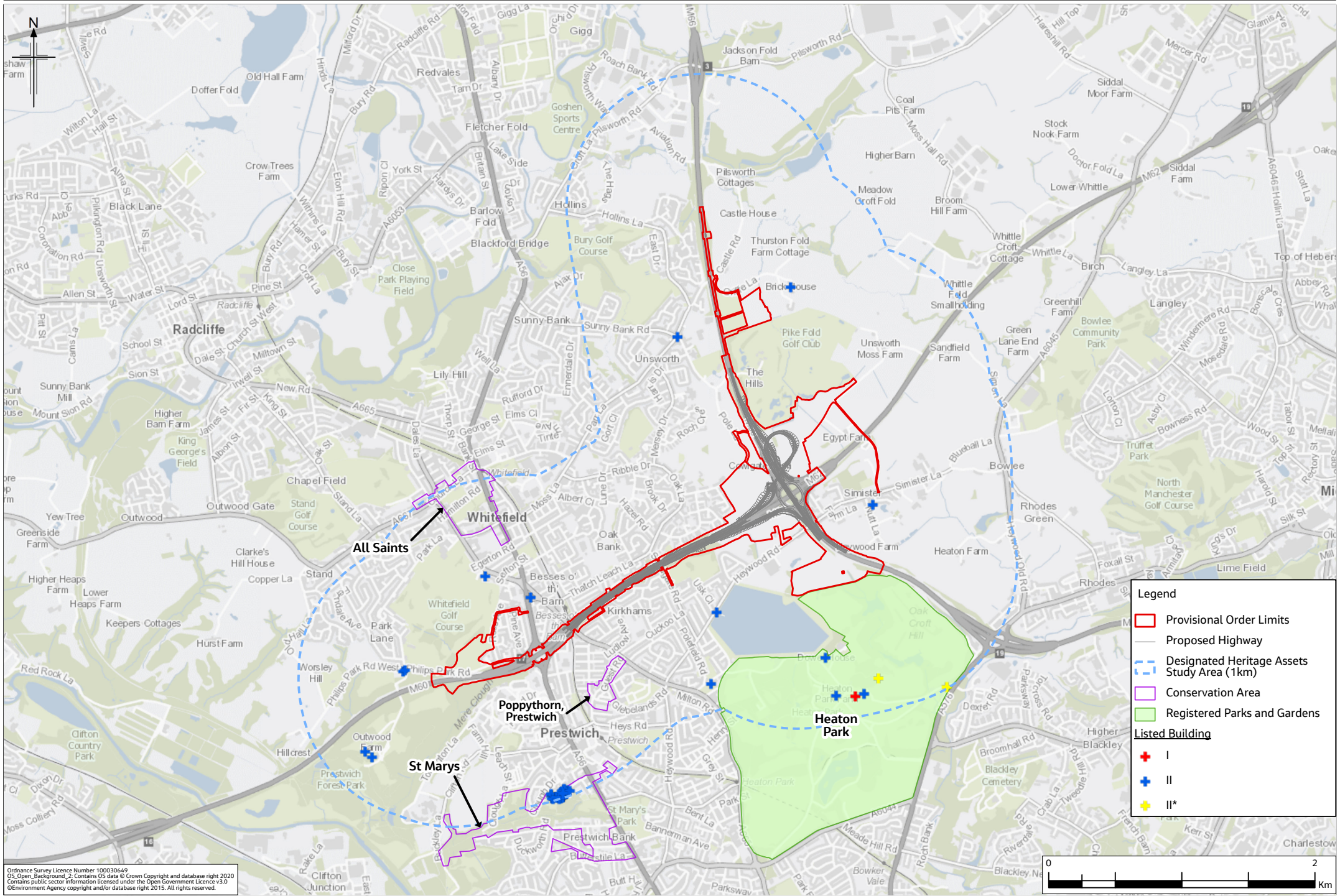
Baseline environment

- 4.2.2 To understand archaeological remains which are not legally protected (non-designated), we have used a study area which includes the area within the provisional Order Limits and a zone extending 300m from the edge of that boundary. For designated (legally protected) heritage assets, such as listed buildings and scheduled monuments, we have used a 1km study area. By doing this, we can take an asset's setting (the surroundings in which the historic asset is experienced) into account. We have also used the landscape and visual study (see **Section 4.3: Landscape and visual**) to aid us in addressing how setting might be affected.
- 4.2.3 A cultural heritage walkover survey has been carried out for the upcoming Environmental Statement.

Designated cultural heritage assets

- 4.2.4 Buildings designated for special historic or archaeological interest are known as listed buildings. There are three listed historic buildings and structures within 300m of the provisional Order Limits, with a further 38 within the wider 1km study area.
- 4.2.5 Conservation Areas are areas designated by local authorities for special historic or architectural interest. The Poppythorn, All Saints (Whitefield) and St Mary's (Prestwich) Conservation Areas are located within the 1km study area.
- 4.2.6 Parks and gardens designated for special historic interest are known as Registered Parks and Garden. Heaton Park, a Grade II listed Registered Park and Garden, is close to the provisional Order Limits where there would be a proposed attenuation pond.

Designated Cultural Heritage Assets



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Non-designated cultural heritage assets

- 4.2.7 There are no legally protected assets within the provisional Order Limits, but there are nine non-protected archaeological sites within the same area including those overlapping into the provisional Order Limits. The extent to which these sites have survived is unknown.
- 4.2.8 There are a further 48 non-designated archaeological assets and 14 non-designated historic buildings within 300m of the provisional Order Limits. Two of these are adjacent to the provisional Order Limits at M60 junction 18.

Effects during construction

- 4.2.9 There will not be any physical impacts to designated heritage assets during construction. These sensitive receptors are mostly too far away from the area affected by construction activity to be affected. Heaton Park Registered Park and Garden would not suffer any adverse effects during construction.
- 4.2.10 Physical impacts may occur to the known archaeological assets within the provisional Order Limits. This will also apply to archaeological remains that are presently unknown, as well as historic landscape elements such as field boundaries.
- 4.2.11 The negative effects arising from these physical impacts can be offset by implementing mitigation such as preserving any archaeological remains by record prior to construction. Such measures will be informed by a programme of investigation which will determine the presence or absence of such remains and inform both the Environmental Statement and a robust mitigation strategy. Investigation will be carried out after consultation with the Greater Manchester Archaeological Advisory Service.
- 4.2.12 Overall, the preliminary assessment has concluded there would be **no significant adverse effects** on heritage assets during construction.

Effects during operation

- 4.2.13 There will not be any physical or setting effects on archaeological remains during operation of the scheme.
- 4.2.14 Any effects arising from the operational stage would relate to the setting of historic assets in close proximity to the scheme, notably two non-designated historic buildings adjacent to M60 junction 18. The impacts to setting would arise from changes to setting, including increased visual intrusion, additional noise and lighting. Visual impacts are likely to be reduced through landscape design.
- 4.2.15 No listed buildings, Conservation Areas or the Registered Park and Garden would suffer any adverse effects during operation of the scheme.
- 4.2.16 Overall, the preliminary assessment has concluded that there would be **no significant adverse effects** on heritage assets during operation.

Conclusion

- 4.2.17 The preliminary assessment has concluded that there would be **no significant adverse effects** on heritage assets during construction and operation of the scheme.
- 4.2.18 The scheme would have a direct physical effect on archaeological remains within the provisional Order Limits, although these can be offset using mitigation. The need for, and scope of, mitigation will be determined by a programme of investigation after discussion with local archaeological stakeholders.
- 4.2.19 Impacts to the setting of the two non-designated historic buildings adjacent to M60 junction 18 are the only likely outcome of the scheme once completed. The full extent of these will be determined on further study, though it is likely they will be partly offset by landscaping.

4.3 Landscape and visual

Introduction

- 4.3.1 A preliminary assessment of the effects on landscape character and views likely to arise due to the scheme has been undertaken. The preliminary assessment considers whether landscape and visual effects are likely to be significant during construction, and during operation (in winter of the opening year and the summer of the future year, 15 years after the opening year).
- 4.3.2 Surveys undertaken during summer and winter 2021 and during summer 2022 have focused on potentially significant effects within a 2km radius of the scheme.

Baseline environment

- 4.3.3 The landscape within the study area is heavily influenced by the motorway transport corridors, with M60 junction 18 being the intersection of the M60, M62 and M66 motorways. The urban areas of Whitefield, Unsworth, Prestwich and the settlement of Simister also heavily influence the landscape within the study area.

View east towards M60 junction 18 from Sandgate Road



- 4.3.4 Motorway infrastructure is visible from within Whitefield and Prestwich in the vicinity of the motorway although views quickly reduce with distance due to intervening residential development, linear tree belts along the motorway corridors and other groups of vegetation. North-east of junction 18 of the M60 the landscape is fairly flat and open, and the motorway is visible from footpaths in these areas, though hedgerows and woodlands limit some near and middle-distance views from rural properties.

View south-west from Griffie Lane across Pike Fold Golf Course towards M60 junction 18 and the proposed location of the Northern Loop



- 4.3.5 Motorway lighting is visually prominent from urban areas located near the motorway corridors and M60 junction 18 and from the more undeveloped rural area to the east.

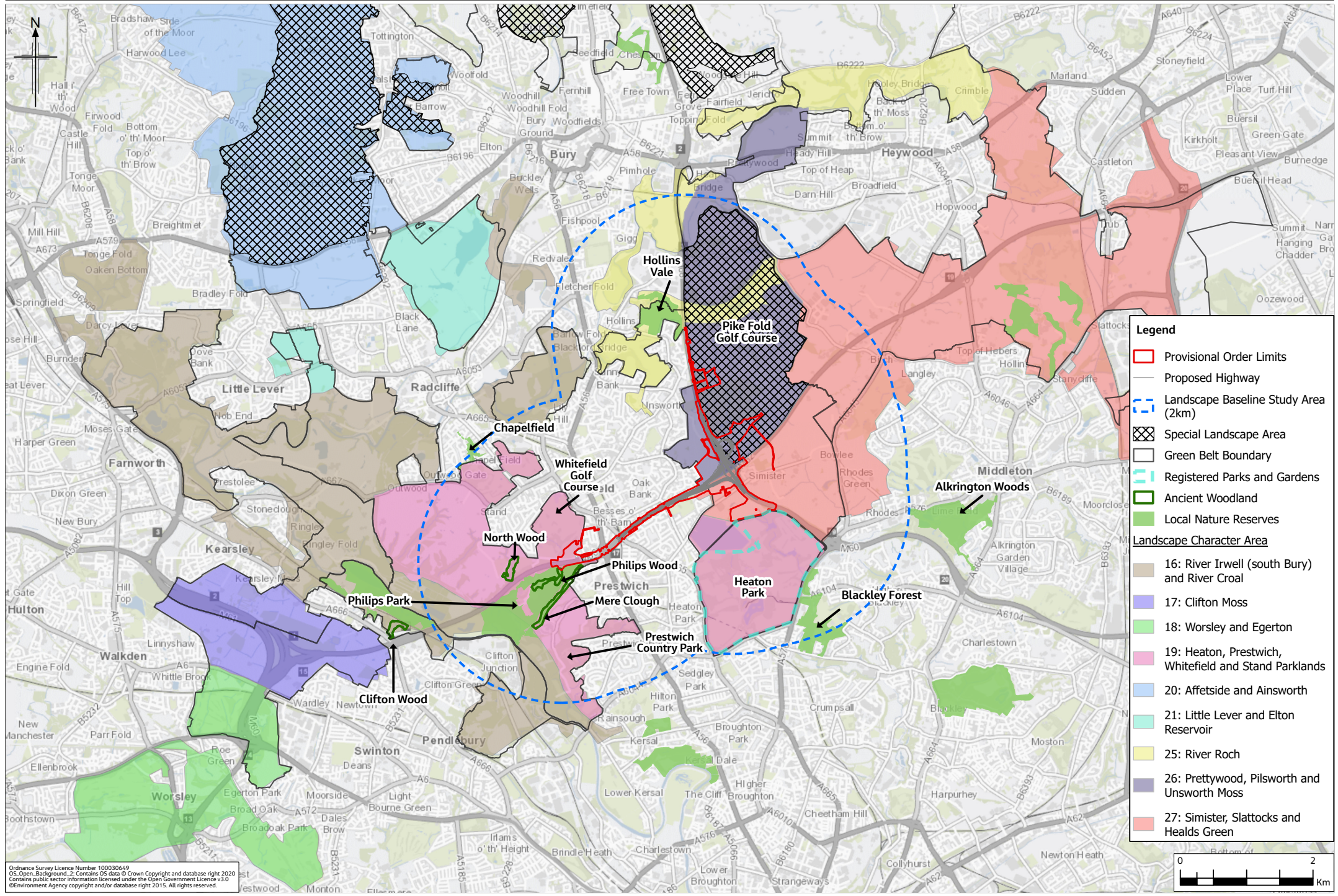
4.3.6 Elevated areas within Heaton Park Registered Park and Garden allow some very limited views to the M60 corridor, although woodland within Heaton Park and along the highway boundary provides a high level of screening.

Landscape

4.3.7 Key features within the study area relevant to landscape include:

- **Four landscape character areas (LCA)** (LCAs are geographical areas with a broadly consistent landscape character, e.g. similar landforms, land use or vegetation cover)
- **One townscape character area (TCA)** (TCAs are geographical areas with a broadly consistent townscape character, e.g. similar pattern, scale and density of development, similar townscape uses and open space, timeline and cultural influences)
- **Special Landscape Area EN9/1** (Special Landscape Areas are landscapes designated for their local importance, e.g. environmental, cultural or visual importance) located east of the M66 and north of the M62 and extending east to Moss Hall Road
- **Green Belt** land (the purpose of Green Belt is to safeguard open land from urban sprawl)
- **Ancient woodland within Philips Park**, south-west of M60 junction 17, and trees within the study area protected by tree preservation orders
- **Heaton Park Registered Park and Garden**, including a number of Grade II listed buildings within the park boundary, and other cultural heritage features (refer to **Section 4.3: Cultural heritage**)
- **Public footpaths** (including on overbridge, crossing Whitefield Golf Course, and Prestwich Country Park and Pike Fold Golf Course) from which the motorway can be viewed

Landscape Baseline



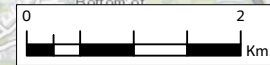
Legend

- Provisional Order Limits
- Proposed Highway
- Landscape Baseline Study Area (2km)
- Special Landscape Area
- Green Belt Boundary
- Registered Parks and Gardens
- Ancient Woodland
- Local Nature Reserves

Landscape Character Area

- 16: River Irwell (south Bury) and River Croal
- 17: Clifton Moss
- 18: Worsley and Egerton
- 19: Heaton, Prestwich, Whitefield and Stand Parklands
- 20: Afftside and Ainsworth
- 21: Little Lever and Elton Reservoir
- 25: River Roch
- 26: Prettywood, Pilsworth and Unsworth Moss
- 27: Simister, Slattocks and Healds Green

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Visual

4.3.8 Potential visual receptors within the study area include:

- Residents within settlements of Whitefield, Unsworth, Prestwich and Simister and within the rural area to the north-east of the M60
- Users of the public rights of way network
- Visitors to Heaton Park Registered Park and Garden
- Visitors to Public Open Spaces such as Philips Park, Thatch Leach Lane Playground, Fusilier's Meadow, Boz Park, and Hollins Vale Local Nature Reserve
- Visitors to private open space including allotments, playing fields, Heaton Park Golf Course, Whitefield Golf Course, Pike Fold Golf Course, Unsworth Cricket Club
- People at their places of work, such as within nearby schools and businesses on the peripheries of the motorway corridor and travellers on the road network

Effects during construction

4.3.9 The key elements of the scheme which would result in landscape and visual effects at the construction stage include:

- **Widening of the existing M60/M62 Mainline between junctions 17 and 18**, resulting in changes to landform (the shape of the land) and loss of vegetation, and opening up people's views to the motorway
- **Construction of the Northern Loop, Simister Pike Fold Viaduct and Simister Pike Fold Bridge**, resulting in changes to the landform from excavation, soil stripping and earthworks across a wide area and an increase in motorway infrastructure within the rural fringe landscape
- **Construction of the M66 southbound diverge**, resulting in changes to landform and loss of vegetation, and opening up people's views to the motorway
- **Construction of the M60 northbound to M60 westbound motorway link road**, resulting in changes to landform and loss of vegetation and the opening up of people's views to the motorway corridors

View west from Egypt Lane towards M60 junction 18 and the proposed location of the Northern Loop



- 4.3.10 Other temporary activities during the construction phase that would result in likely significant landscape and visual effects during construction include movement of construction machinery, excavation and earthworks, the presence of compounds, temporary haul roads, temporary construction lighting, stockpiled soil and materials, and loss of vegetation.

Landscape character effects

- 4.3.11 The scheme would increase the prominence of major highway infrastructure within the landscape. LCA 26: Prettywood, Pilsworth and Unsworth Moss would be **significantly affected** by construction of the Northern Loop, Simister Pike Fold Viaduct and Simister Pike Fold Bridge, the widening of the M60 between junctions 17 and 18 and the construction of the M66 southbound diverge. The removal of highway vegetation, land alteration, the siting of material storage areas, and construction activities, such as the construction of embankments, the viaduct, the bridge and attenuation ponds, would change the landscape quality and character of the LCA and the Special Landscape Area.
- 4.3.12 TCA Prestwich, Whitefield, Radcliffe and Unsworth Residential would be **significantly affected** by the widening of the M60 between junctions 17 and 18. Sections of linear tree belts that provide some enclosure of the motorway and separation from adjoining residential areas would be removed increasing the prominence of the motorway within the wider townscape character area.
- 4.3.13 There would be **no significant effects** for the other Landscape Character Areas within the study area due to localised and smaller scale construction works set within the context of the highway infrastructure and surrounding largely urban environment.

Visual effects

- 4.3.14 Road widening would bring traffic closer and also require removal of linear tree belts. Views from individual rural properties to the east of junction 18, views from properties along the M60 between the A665 Bury Old Road and M60 junction 18 and views from properties in the vicinity of M60 junction 18 are likely to experience the greatest change following removal of highways woodland belts and vegetation.
- 4.3.15 The presence of construction elements, such as construction compounds and earthworks for the construction of the Northern Loop, Simister Pike Fold Viaduct and Simister Pike Fold Bridge and road widening, would be prominent in people's views close to the scheme. Visual disturbance from the movement of construction plant on haul routes and working areas, temporary construction lighting and the removal of highway vegetation belts on the M60 and M66 would change the nature of views.
- 4.3.16 The greatest change in people's views from construction activities would be from residential settlement edges north and south of the M60 to the east of the A655 Old Bury Road, locations in the vicinity of M60 junction 18, and for individual residential properties within the rural area to the east, and also footpaths that run close to, or cross, the scheme. These changes are considered likely to result in **significant adverse effects** during construction.
- 4.3.17 We are considering embedded mitigation measures to integrate the road into the local environment and minimise the impact of the scheme on the landscape. Measures are likely to include:
- Junction design to reduce the effects on landform; retain vegetation, field pattern, and landscape features; and reduce the effects on people's views
 - Considerate design of major structures, signage and gantries to limit visual intrusion
 - Refinement of the design of earthworks that achieve better integration with the surrounding landform, where space and material are available
 - Use of sensitive lighting design to stop upwards light and direct lighting to the highway
 - Native tree and shrub planting to break up the scale of the road, help screen new highways structures, traffic and lighting and help integrate the scheme into the existing landscape pattern
- 4.3.18 We are also considering essential mitigation measures, including tree protection measures, storage of soil in embankments around temporary works to provide temporary visual screening, site security fencing, keeping temporary lighting to a minimum, and restoring areas not required for permanent works.

Effects during operation

- 4.3.19 Adverse landscape and visual effects would be caused by the completed scheme and its operation. This would include the widening of the M60 between junctions 17 and 18, the Northern Loop, Simister Pike Fold Viaduct and Simister Pike Fold Bridge, the motorway link roads and new lighting columns, gantries, road signals and signs. There would be residual effects from the vegetation clearance before mitigation planting becomes established.

Landscape character effects

- 4.3.20 During operation in the first winter after the scheme is open, before planted mitigation would have established, it is likely that there would continue to be **significant landscape effects** on one landscape character area (LCA 26) and the Special Landscape Area and on TCA Prestwich, Whitefield, Radcliffe and Unsworth Residential due to the widened M60 between junctions 17 and 18, the presence of the Northern Loop, Simister Pike Fold Viaduct and Simister Pike Fold Bridge and M66 southbound diverge, and vegetation clearance during construction. However, by the summer of year 15 (i.e. 15 years after the scheme is open), it is likely that the established planted areas would provide integration and reduce the prominence of the scheme, resulting in **no significant landscape effects**.
- 4.3.21 There would be **no significant effects** on the other LCAs within the study area during operation due to the localised nature and small scale of changes.

Visual effects

- 4.3.22 During operation in the first winter after the scheme is open, following completion of all construction but before planted mitigation would have established, it is likely that there would continue to be **significant visual effects** on people's views from some locations due to vegetation loss and resulting views of new and existing highways infrastructure (such as the new Northern Loop and new gantries and signage). These impacts on views are considered likely to be significant from the residential settlement edges to the north and south of the M60 east of the A665 Bury Old Road and in the vicinity of the M60 junction 18, for individual residential properties within the rural area to the east, and also footpaths that run close to, or cross, the scheme.
- 4.3.23 By the summer of year 15 mitigation planting would have established which, when combined with other surrounding vegetation when in leaf, would reduce visibility or screen the scheme resulting in **no significant adverse effects** on views from most locations.

Conclusion

- 4.3.24 Due to the scale and nature of the scheme, there would be **significant adverse effects** on landscape and townscape character and people's views from some locations during the construction phase.
- 4.3.25 During the opening year of the scheme there would continue to be **significant adverse effects** on landscape and townscape character and people's views from some locations as mitigation planting would have not sufficiently established. However, 15 years after opening of the scheme these effects would become **not significant** due to mitigation planting having established.

4.4 Biodiversity

Introduction

- 4.4.1 Biodiversity is the biological variety and variability of life on earth and the ecological complexes that they are a part of. Construction, improvement and maintenance of roads can result in environmental effects on biodiversity. In addition, biodiversity is the

subject of a wide variety of legislation and policies; impacts to ecological receptors could constitute an offence under relevant legislation as well as comprising material considerations within the planning system.

Baseline environment

4.4.2 The main areas of construction activity, construction compounds, storage areas, haul roads and drainage outfalls included in the provisional Order Limits have been included within the study areas for the preliminary biodiversity assessment. The following sections describe the study area for each species of biodiversity or type of designated site and describes the baseline environment for biodiversity features. Designated ecological sites within 200m of the network of roads being assessed for changes in air quality (see **Section 4.1: Air quality**) have been included within the study area.

Special Areas of Conservation

4.4.3 Special Areas of Conservation (SACs) are legally protected to protect and conserve sites of European interest for biodiversity. The study area extends up to 30km around the provisional Order Limits for SACs designated for bats but extends to 2km for all other SACs. Rochdale Canal SAC is the only SAC within the study area, located 6.5km east and south-east of the provisional Order Limits and is within 200m of the network of affected roads. The SAC is designated for its population of one particular plant called water plantain.

Local Nature Reserves

4.4.4 Local Nature Reserves (LNRs) are legally protected ecological sites designated for their local scientific interest. The study area for statutorily designated sites is 2km, with additional sites included where they are within 200m of the network of affected roads.

4.4.5 Philips Park, Hollins Vale, and Mere Clough LNRs are located within 1km of the provisional Order Limits and there are four LNRs near the network of roads being assessed for changes in air quality.

Sites of Biological Importance

4.4.6 Sites of Biological Importance (SBIs) are not legally protected but are designated in order to protect local sites of biological diversity. SBIs have been considered within a study area of 1km from the provisional Order Limits.

4.4.7 There are nine SBIs within this study area, including Philips Park and North Wood, Hollins Plantation, Hazlitt Wood, Hollins Vale, and Heaton Park Reservoir. There are 11 SBIs near the network of roads being assessed for changes in air quality.

Priority habitats and ancient woodland

4.4.8 Priority habitats are habitat types that have been identified as being the most threatened and requiring conservation action. Priority habitats and ancient woodland have been considered within a study area of 1km from the provisional Order Limits.

4.4.9 Priority habitats, such as good quality semi-improved grassland, mixed deciduous woodland, lowland fens, traditional orchards, and wood pasture and park, were

identified. There are areas of deciduous woodland (trees that shed their leaves every year) located along the existing motorway verges within the provisional Order Limits.

- 4.4.10 Ancient woodland are areas of woodland that have persisted since 1600. Ancient and veteran trees (veteran trees can be any age, but show 'ancient characteristics' like ancient woodland trees) were also searched for. There are five ancient woodland sites located within 1km of the provisional Order Limits, four of which are located near the network of roads being assessed for changes in air quality.

Protected and notable species

- 4.4.11 Field surveys and desk-based research have indicated that the area within 2km of the provisional Order Limits is used by a range of protected and notable species, including bats, badgers, otters, various breeding and winter birds, reptiles such as slow worm and common lizard, great crested newts, common toad, brown hare, hedgehog, and terrestrial (land) invertebrates such as the Cinnabar moth.
- 4.4.12 Additional ecology field surveys will be undertaken and the results reported in the upcoming Environmental Statement.

Great crested newt found during a survey



Example of ponds present in the area



Effects during construction

- 4.4.13 Effects on biodiversity during construction include both temporary and permanent impacts, including the loss of areas of some habitats including grassland, woodland, trees, and hedgerows. In addition, there may be impacts on small sections of watercourses through creation of new outfalls.
- 4.4.14 It is proposed that any habitat loss is replaced and enhanced so that there would be an overall beneficial offset and a gain in habitat once planting has matured. There is potential for a significant adverse effect on Philips Park due to the potential loss of a small area of ancient woodland to enable access to the downstream end of the culvert. Ancient woodland is considered to be an irreplaceable habitat. Potential impacts cannot be ruled out at this stage as construction activities would take place close to, though not within, the ancient woodland. The ancient woodland site itself is within the provisional Order Limits as access may be required to implement protection measures for the woodland itself and/or to gain access to the watercourse for water monitoring and silt protection. The extent of Philips Park Ancient Woodland site that is within the provisional Order Limits (0.03ha) represents 0.8% of the ancient woodland site as a whole.
- 4.4.15 At this stage the proposed temporary works detailed above are not anticipated to result in loss or deterioration of ancient woodland habitat. An Arboricultural Impact Assessment is currently being developed for the scheme and will be available for the Environmental Statement. Measures intended to avoid, reduce or prevent impacts to trees and woodland will be outlined in the Environmental Statement.
- 4.4.16 In addition, there would be measures in place during the construction phase to avoid death or injury to wildlife, as well as avoiding fragmentation of habitats and disturbance. This would include constructing exclusion areas around important features and habitats. There would be loss of terrestrial habitat used by great crested newts and common toad. Measures would be put in place to ensure that great crested newts remain in a favourable conservation status through District Level Licensing. District Level Licensing is a scheme that helps to better protect great crested newts by funding the creation of ponds in areas where great crested newts will benefit the most.
- 4.4.17 With mitigation measures, including those identified above, it is considered that there could be a **significant adverse effect** on Philips Park and **no likely significant adverse effects** on other biodiversity features during construction.

Effects during operation

- 4.4.18 Impacts during operation could include changes to air quality resulting from the deposition of nitrogen from traffic emissions, with the following sites potentially impacted (subject to further assessment):
- Clifton Country Park LNR / SBI / Ancient Woodland site
 - Rhodes Farm Sewage Works SBI
- 4.4.19 During operation impacts could include wildlife death or injury from moving vehicles. Disturbance of wildlife is also a potential impact during operation, however, this would be mitigated through sensitive lighting design and screening through landscape planting. Proposed attenuation ponds would provide water quality treatment from road

runoff (water that runs off roads particularly after rainfall) before reaching receiving watercourses.

- 4.4.20 Preliminary assessment has concluded that effects on biodiversity features are **not likely to be significant** with the application of mitigation measures as described above. Further assessment of potential impacts on the two ecological sites identified in paragraph 4.4.17 will be undertaken and reported in the Environment Statement.

Conclusion

- 4.4.21 Baseline surveys have either been completed or are ongoing within the provisional Order Limits of the scheme and have shown that these areas are used by a number of protected and notable species, including bats, great crested newts, toads, badgers and birds.
- 4.4.22 Construction of the scheme would lead to a small number of impacts, mainly through loss of habitats. Construction activities to install a new culvert would take place close to a small area of ancient woodland in Philips Park. As potential impacts on the ancient woodland cannot be ruled out at this stage, there is potential for **significant adverse effect** on Philips Park. With mitigation measures, such as the replacement and enhancement of any habitat loss as a direct impact of the proposed works, there would be **no likely significant adverse effects** on other biodiversity features during construction.
- 4.4.23 Operation of the scheme would have a number of impacts, particularly with regard to air quality, however it is considered that effects are **not likely to be significant** with the application of mitigation measures. Further assessment on the impact of changes to air quality on ecological sites will be undertaken and reported in the Environmental Statement.

4.5 Geology and soils

Introduction

- 4.5.1 A preliminary geology and soils assessment has been undertaken. The assessment considers the likely significant effects of the scheme on:
- Geology – including bedrock geology (the main layers of rock that form the Earth), superficial deposits ('young' deposits of rocks usually laid on top of the bedrock geology), sites designated for geology, and valuable non-designated geological features
 - Soil resources – mostly agricultural
 - Land contamination – effects on human health, surface water and groundwater

Baseline environment

- 4.5.2 A study area of 250m around the provisional Order Limits has been used to establish baseline conditions and identify potential impacts on geology and soil features. The study area is considered to represent the distance over which contamination can move and where effects on soils or geological features may occur.

4.5.3 Initial ground investigation and agricultural land classification soil surveys have been undertaken. Further investigation will be undertaken due to a change in the provisional Order Limits. Data from this survey will inform the assessment presented in the Environmental Statement but were not yet available for the preliminary geology and soils assessment.

4.5.4 Key geology and soils features are summarised below.

Bedrock geology

4.5.5 The bedrock geology underlying the geology and soils study area comprises rocks laid down between approximately 360 and 250 million years ago and include rocks notable for the amount of coal contained within them. On top of the bedrock geology are relatively young glacial deposits and peat.

4.5.6 Some of the rock units have aquifers (bodies of rock or sediment that hold water) that support local water supplies, such as the Chester Sand Formation.

4.5.7 The area around the scheme is dominated by good to moderate quality soils for agricultural land.

4.5.8 There is made ground (land where natural soils have been replaced by man-made materials, for example embankments) along the carriageway and raised ground to the north-east of M60 junction 18. Historical mining of coal may have occurred at the site, and gravel and sand pits have been noted on historical maps. In addition, there are three historical landfills located directly east and west of the M60. Inert (un-reactive) waste deposited between 1993 and 1999 is probably associated with construction of the M62/M60.

Effects during construction

4.5.9 Soils would be affected in two ways during construction, via:

- Physical removal or permanent covering of agricultural land
- Degradation of agricultural land during stripping, handling and storage of soils

4.5.10 A permanent loss of agricultural land associated with the provisional Order Limits would be unavoidable. The degradation and loss of soil resources has been assessed as a **significant adverse effect** during construction.

4.5.11 Contamination can pose a risk to people's health. Made ground, engineered fill and natural soils underlying the provisional Order Limits may have been potentially contaminated by the historical and current land use activities identified along the scheme, including historical landfill sites. However, as significant ground gas or soil contamination is unlikely to be encountered, this potential effect has been scoped out.

4.5.12 Groundwater and surface water may be impacted by the disturbance of potentially contaminated soils and landfill materials within the provisional Order Limits. A ground investigation and baseline groundwater monitoring has been undertaken to assess baseline groundwater quality. This will be reported after the completion of the further ground investigation. In the absence of these data the effects of contamination on surface water and groundwater have been assessed as **significant adverse**.

- 4.5.13 It is considered unlikely that significant ground gas or soil contamination would be encountered during construction works, however as some residential properties are located close to construction working areas there is potential for **significant adverse effects** on human health for nearby residents. This will be reassessed after completion of the additional ground investigation noted in paragraph 4.5.3.
- 4.5.14 An Environmental Management Plan, including a Materials Management Plan for reuse of materials, will be developed before the start of construction works which will detail best practice for using soils on site.
- 4.5.15 A soil resource survey has been undertaken to confirm the finding of the desk study. Until further ground investigation has been completed it is not known whether any remedial work will be required.

Effects during operation

- 4.5.16 There would be **no significant adverse effects** on geology and soil features during operation. The permanent loss of agricultural land occurring during construction would persist during operation but is not considered as an additional effect.

Conclusion

- 4.5.17 During construction there is potential for **significant adverse effects** on:
- Soils (due to physical removal, permanent covering or degradation)
 - Agricultural land (due to a permanent loss of some agricultural land)
 - Groundwater and surface water quality (due to potential contamination)
 - Health of residents near to construction areas (due to ground gas and soil contamination which may be encountered during construction works)
- 4.5.18 **No significant adverse effects** are expected during operation.
- 4.5.19 The significance of effects described above may change following analysis of information from additional ground investigation. Some effects can be mitigated by the implementation of a Materials Management Plan, Environmental Management Plan and remediation measures, however some significant effects could remain.

4.6 Material assets and waste

Introduction

- 4.6.1 A preliminary assessment of material assets and waste has been undertaken, considering the effects from: the use and consumption of construction materials and products; building over or close to mineral safeguarding sites and peat resources; and the production and disposal of waste during the construction and operation of the scheme.

Baseline environment

- 4.6.2 Regional data show that there is likely to be a good supply of both primary (new materials rather than recycled) and recycled aggregates (minerals which are used for

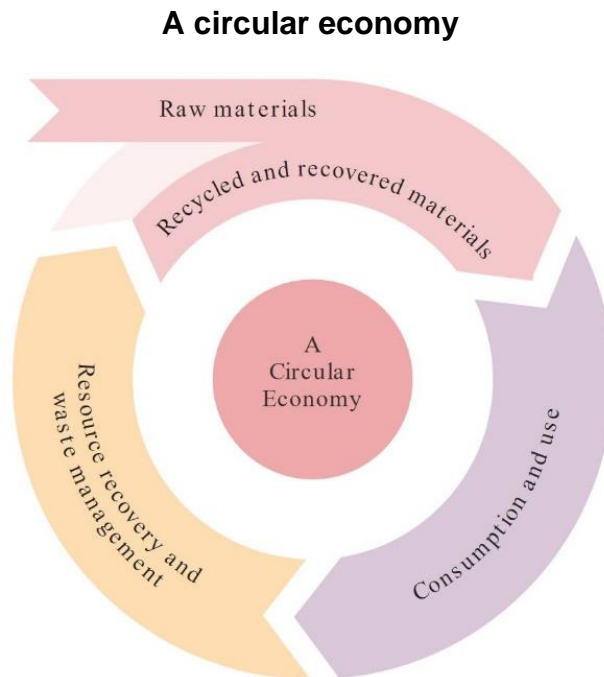
construction including sand, gravel and crushed rock) within the north-west of England to support the construction of the scheme. There is also likely to be available waste management capacity within the region to accommodate the majority of waste likely to arise during construction.

- 4.6.3 A proportion of the scheme is located within Mineral Safeguarding Areas for sand and gravel and brick clay/surface coal, and Areas of Search for sand and gravel. Mineral planning authorities designate these areas to protect known locations of minerals from non-minerals development which may prevent the existing and potential future extraction and use of the mineral resource – this is known as sterilisation. While some of the scheme extents are also located within known areas of localised peat deposits, these are not classified as peat resources (existing or potential peat extraction sites).

Effects during construction

- 4.6.4 Construction of the scheme would need materials and would generate waste that would need to be managed.
- 4.6.5 The use of primary (or virgin) materials affects their immediate and, in the case of primary aggregates, long-term availability, resulting in direct impacts on the environment through the reduction of limited natural resources. Disposal of waste to landfill would result in direct impacts on the environment through the permanent use of landfill capacity and the loss of material that could potentially be recycled.
- 4.6.6 To construct the scheme we would need to take some land permanently. This would include land take inside the Mineral Safeguarding Areas and Areas of Search. Whilst this could partially constrain or prevent the potential future use of the minerals in these areas, consultation with the Greater Manchester Minerals and Waste Planning Unit and the Coal Authority confirm the scheme is unlikely to significantly sterilise the mineral resource in the study area.
- 4.6.7 Peat deposits are also recorded within the scheme boundary. Consultation with the Greater Manchester Minerals and Waste Planning Unit has confirmed that no sterilisation of peat resources is likely to occur given that national planning policy requires that planning authorities do not identify new sites or extensions to existing sites for commercial peat extraction. This is due to peat being an important “carbon sink” owing to its properties of absorbing and locking away carbon dioxide in the ground.
- 4.6.8 Due to its compressible nature however, any peat that is encountered within the footprint of the scheme may need to be excavated and managed as waste if it cannot be built over using conventional construction methods. Any additional impacts to soil resources and climate from the excavation and/or drainage of peat would be separately assessed in the Geology and Soils and Climate chapters of the Environmental Statement.
- 4.6.9 Mitigation measures would be implemented throughout the design and construction of the scheme to reduce the consumption of primary materials, unnecessary sterilisation of safeguarded mineral resources, and disposal of waste to landfill in the region. Where feasible, any surplus materials and wastes would be reused, recycled or otherwise recovered on or off-site.

4.6.10 Maximising reuse and diverting waste away from landfill would reduce the environmental impacts associated with materials production, thereby supporting a circular economy (see **A circular economy** illustration for a visual representation). A circular economy is an alternative to a traditional approach (of make, use, dispose) in which resources are kept in use for as long as possible.



Source: <https://www.gov.uk/government/publications/resources-and-waste-strategy-for-england/resources-and-waste-strategy-at-a-glance>

4.6.11 At this preliminary environmental assessment stage, there is limited information available regarding the precise material requirements and waste quantities associated with constructing the scheme. However, it is considered that effects relating to the consumption of material assets and generation and disposal of wastes are likely to be **not significant**. This conclusion will be checked when precise material requirements and waste quantities are known and will be reported in the Environmental Statement.

Effects during operation

4.6.12 No significant maintenance activities would occur during operation, and therefore no significant materials consumption or waste generation is expected. There would be no likely significant effects on material assets and waste during operation.

Conclusion

4.6.13 Effects relating to the consumption of material assets and generation and disposal of wastes have been assessed at this preliminary stage as likely to be **not significant** during construction and operation, after the application of mitigation. This will be checked using material and waste quantities for the scheme when they become available, and the final conclusions reported in the Environmental Statement.

4.7 Noise and vibration

Introduction

4.7.1 Noise and vibration can have an effect on the environment and on the quality of life enjoyed by individuals and communities. It may, in certain circumstances, lead to effects on human, ecological and infrastructure (e.g. buildings) receptors. A preliminary assessment of the construction and operation of the scheme on noise and vibration has been undertaken.

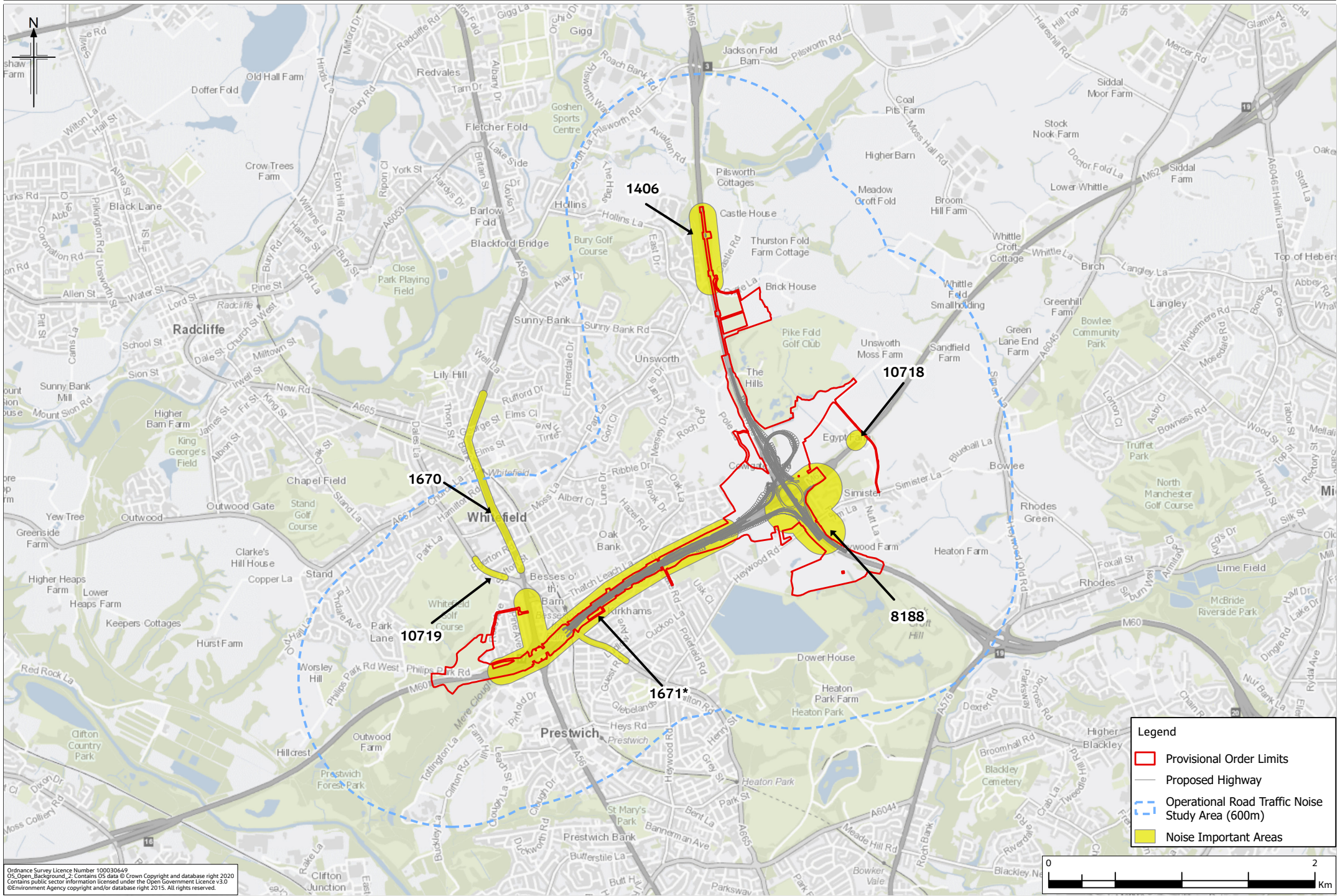
Baseline environment

4.7.2 The study areas for the preliminary assessment of noise and vibration correspond to the distance where it is considered that sensitive features could potentially be affected by noise or vibration. The study areas are:

- **Construction noise** – receptors up to 300m from construction activity
- **Construction vibration** – receptors up to 100m from any activity likely to generate a noticeable level of vibration
- **Operational road traffic noise** – receptors up to 600m from new road links or roads physically changed or bypassed by the scheme, and receptors within 50m of other road links that may experience a short-term change in noise levels of 1.0 decibel or more

4.7.3 The existing noise climate near the scheme is dominated by road traffic noise, predominantly from the M60, M62 and M66, as well as traffic using local roads. There are six Noise Important Areas within 600m of the scheme. Noise Important Areas are areas that have been identified as experiencing particularly high road traffic noise levels. Three of the Noise Important Areas are directly adjacent to the scheme, and the remaining three are located adjacent to the local road network.

Noise Important Areas



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- 4.7.4 Along the route of the scheme there are many features that are sensitive to noise and vibration. The wider area around the scheme is mostly urban, with the exception of the area to the north-east of M60 junction 18, which is open space. There are large areas of noise sensitive receptors, mainly residential dwellings, in the settlements of Simister, Prestwich and Besses O’Th’Barn, and some isolated semi-rural dwellings. The settlement areas also contain other noise sensitive receptors within the study area, including 16 education facilities.
- 4.7.5 The realignment of the M60 between junctions 17 and 18 would bring traffic slightly closer to some noise sensitive features. There would also be road traffic noise increases from the introduction of new sections of road including the Northern Loop.
- 4.7.6 However, levels of noise are expected to reduce along the northern and eastern sections of the M60 junction 18 roundabout as a result of diverting road traffic away from these sections and onto the Northern Loop instead.
- 4.7.7 Noise measurement surveys have been undertaken in Autumn 2021 and the results are reported within the PEIR (see **Typical noise monitoring equipment** photograph for an example of the noise monitoring equipment we use).

Typical noise monitoring equipment



Effects during construction

- 4.7.8 We have carried out an assessment of likely noise and vibration effects, based on a preliminary construction methodology. This will be reviewed and updated against the refined construction methodology at the Environmental Statement stage.
- 4.7.9 Construction activities can cause adverse noise effects due to the overall noise level and the time and duration of works. The activities likely to generate the highest overall

levels of noise include piling (foundations that are driven into the ground) and demolition works, while longer-term activities, such as the construction of a new bridge, can cause adverse effects due to the duration of the works. Works, such as bridge replacement or gantry (overhead signs) installation, may need to be carried out during off-peak working hours such as nights, evenings and weekends, which could generate adverse effects due to an increase in noise during these hours.

- 4.7.10 Possible **significant adverse effects** for noise have been identified during some phases of works including the activities of site clearance, earthworks, drainage works, roadworks, gantry works, retaining walls, piling for piers and construction of some of the attenuation ponds. The significance of these effects will be re-assessed in the Environmental Statement, based on a construction methodology and programme that has been further developed.
- 4.7.11 **No potential significant effects** have been identified for vibration from construction activities. This will be checked and reconfirmed at the Environmental Statement stage.
- 4.7.12 Well established measures to reduce the noise from construction activities would be included in an Environmental Management Plan and incorporated into the working practices. These would include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. Good community relations are also key to managing the adverse effects of noise. We would keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text alerts and, in some situations, visits from the community relations team.

Effects during operation

- 4.7.13 At this preliminary environmental assessment stage, potential traffic noise impacts have been assessed for the year the scheme is due to open. For the Environmental Statement we will also examine potential long-term effects and effects at night.
- 4.7.14 When the roads open for traffic (called scheme opening) there are predicted to be increases in road traffic noise of over three decibels along the M60 eastbound (i.e. its northern side), due to an expected increase in traffic flow and speed. These road sections are within a Noise Important Area and have existing noise barriers. Given there is already high noise exposure in this area, the road traffic noise increases may result in **significant adverse effects** for some receptors on scheme opening.
- 4.7.15 In locations where the scheme moves road traffic away from current routes to new road sections at M60 junction 18 some localised decreases in road traffic noise have been predicted. However, these are all below three decibels and are not considered to provide any significant beneficial effects.
- 4.7.16 The introduction of the new road sections that make up the Northern Loop do not result in increased road traffic noise levels for the closest receptors on Marston Close and Cowlgate Farm on Pole Lane.
- 4.7.17 To reduce the predicted increases in noise, the inclusion of additional noise barriers or increasing the height of existing noise barriers will be considered for the Environmental Statement. The use of very low noise surfacing for the scheme will also be investigated.

Conclusion

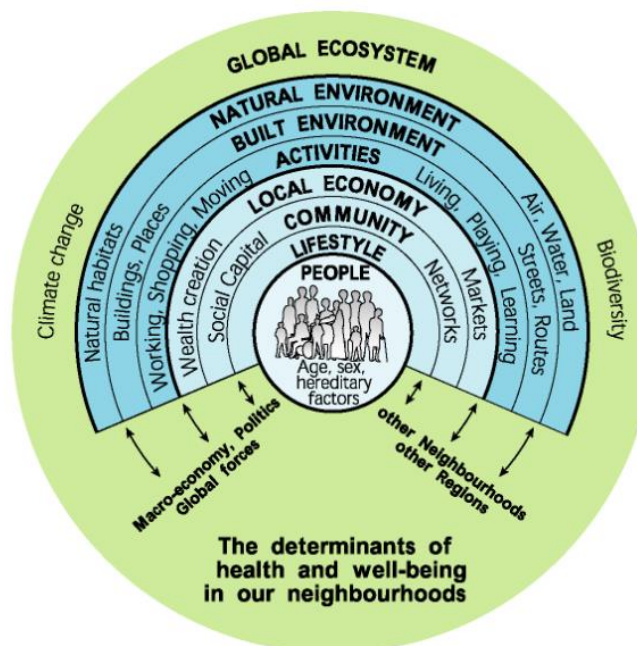
- 4.7.18 The evaluation of construction phase effects has identified potential **significant adverse effects** for noise for some receptors due to an increase in noise during some construction activities. No potential significant effects have been identified for vibration from construction activities.
- 4.7.19 The preliminary assessment of operational road traffic noise has identified **significant adverse effects** for some receptors near to the M60 eastbound. There will also be some non-significant reductions in road traffic noise for some receptors.

4.8 Population and human health

Introduction

- 4.8.1 This chapter provides a preliminary assessment of the interrelated aspects of population and human health and considers health in terms of physical, mental and social well-being. Health is determined by a complex interaction between individual characteristics, lifestyle and the physical, social and economic environment. Most public health experts agree that these 'wider determinants of health' have a greater influence than formal healthcare for ensuring a healthy population (see **Wider determinants of health in our natural and built environment** illustration).

Wider determinants of health in our natural and built environment



Source: Barton and Grant (2006)

Baseline environment

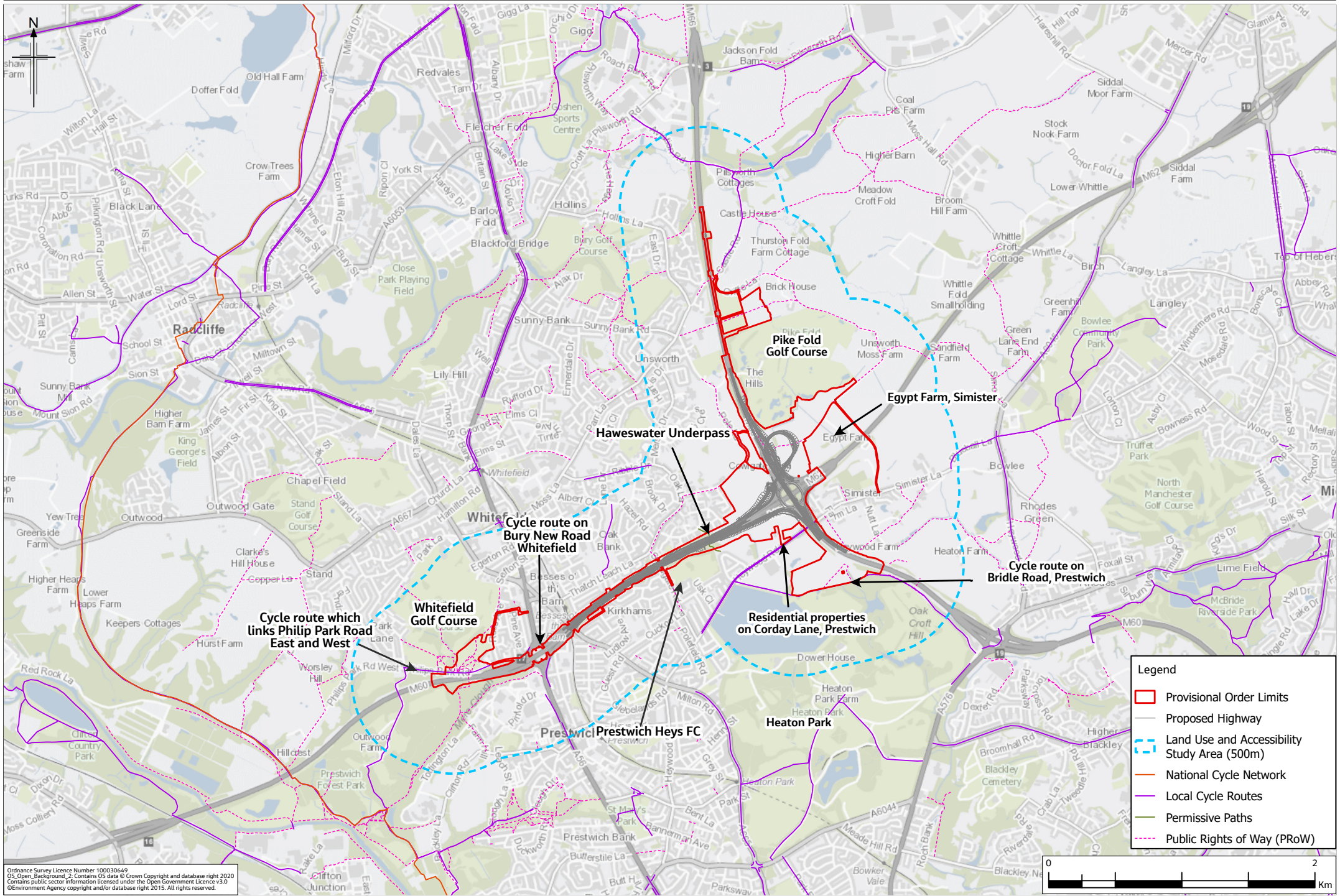
Land use and accessibility

- 4.8.2 Key settlements within the study area include Whitefield, Prestwich, Unsworth and Simister. These areas contain numerous community facilities and businesses of all

types, with those nearest to the scheme including Whitefield Golf Course, Philips Park/Prestwich Forest Park and Pike Fold Golf Club. Residential dwellings border the M60 between junctions 17 and 18 and the east of the M66 north of M60 junction 18. There are areas of arable land (land capable of being ploughed and used to grow crops) and grazing agricultural land located adjacent east of M60 junction 18 and west of the M66.

- 4.8.3 There is an extensive public right of way network within the study area. There are also Transport for Greater Manchester cycle routes within the provisional Order Limits, as well as footways, lanes and permissive routes (these are routes on private land that the landowner has given permission for people to use) used by walkers, cyclists and horse-riders. There are a total of ten routes that can be used by walkers, cyclists and in some cases horse riders to cross the M60, M66 and M62 within the provisional Order Limits, of which five are public rights of way (the other routes being four lanes, Haweswater Underpass and Prestwich Footbridge). Further routes including public rights of way are located within the provisional Order Limits where elements of the scheme are proposed such as for construction of haul routes, compounds and soil storage areas, drainage ponds and the Northern Loop.

Public Rights of Way, Cycle Routes and Permissive Paths



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4.8.4 Large areas of land bordering the M60 junction 18 have been allocated for housing or mixed-use development in the Greater Manchester Combined Authority's Joint Development Plan Document 'Places for Everyone' (submitted August 2021).

Human health

4.8.5 The wards of Higher Blackley, Besses and St Mary's score significantly worse than average for several health indicators and for levels of income deprivation and have a higher-than-average rate of premature deaths. This indicates that these communities may, on average, be more sensitive to pollution and problems of traffic than other communities and have less capacity to adapt to change. There may also be a greater dependency on public transport, taxis, walking and cycling among people in income-deprived communities to access services and employment.

4.8.6 Areas of key concern with regard to baseline noise and air pollutant levels are described in the **Noise and vibration** and **Air quality** sections of this Non-Technical Summary, respectively.

Effects during construction

Land use and accessibility

4.8.7 During construction there would be:

- **Temporary disruption to access to:**
 - Residential properties on Corday Lane (Prestwich) and Egypt Farm (Simister) and along Beech Avenue, Oak Avenue, Ross Avenue, Kenilworth Avenue and Warwick Close (Whitefield)
 - Prestwich Heys Football Club grounds and the adjacent recreational area
 - Public rights of way within land south of Whitefield Golf Course and eight other public rights of way located elsewhere in the provisional Order Limits
 - The section of footpath located north-east of M60 junction 18 which links Egypt Lane, Simister and Pike Fold Golf Club. This footpath would be closed for a period of up to three years
 - The Transport for Greater Manchester cycle route which links Philips Park Road East and West. This cycle route could be closed for a period of up to 12 months meaning cyclists and pedestrians would have to divert
 - A permissive path which links Derwent Avenue to Parrenthorn Road via Haweswater Underpass
- **Temporary land** required from community assets including land south of Whitefield Golf Club, Philips Park/Prestwich Forest Park, Pike Fold Golf Club and Unsworth Academy playing fields, a small number of residential properties (such as parts of garden or drives) and some agricultural landholdings (where permanent land take is also required, see below)
- **Permanent land** required from two areas allocated for housing adjacent to M60 junction 18, a small number of residential properties (such as parts of garden or drives) and from eight agricultural land holdings

- 4.8.8 Effects on residential property and housing and development land are assessed as **not significant** (neutral or slight adverse effects), subject to essential mitigation. Essential mitigation includes measures such as engagement with landowners or developers and full reinstatement of land acquired on a temporary basis.
- 4.8.9 There would be **likely significant adverse effects** on two community land use assets (land south of Whitefield Golf Club and Unsworth Academy playing fields) during the construction phase but with essential mitigation there would be no permanent significant effects following construction.
- 4.8.10 There would be **likely significant adverse effects** during the construction phase on six routes used by walkers or walkers and cyclists due to temporary disruption of access or closures during construction. Effects on other routes used by walkers, cyclists and horse-riders are assessed as **not significant**. Mitigation includes signed diversions for routes used by walkers, cyclists and horse riders. No permanent significant effects are anticipated following construction as connectivity for walking and cycling routes would be restored.
- 4.8.11 There would be **likely significant adverse effects** on four agricultural landholdings due to temporary and permanent land requirements. Effects on five other agricultural landholdings would be **not significant**.

Human health

- 4.8.12 There would be negative impacts on the following wider determinants of health during construction:
- Access to the natural environment and outdoor recreation, accessibility for walking and cycling and community severance due to impacts associated with the disruption to access along routes used by walkers, cyclists and horse-riders and areas of outdoor recreation as described above
 - Quality of urban and natural environments (including air pollution and noise) – impacts associated with temporary noise and dust emissions during construction activities
- 4.8.13 However, the effects on human health from these impacts on wider determinants is judged to be **not significant** due to the short-term nature of the impacts and limited proportion of the community affected.
- 4.8.14 Opportunities to keep the Transport for Greater Manchester cycle route, which connects Philips Park Road East and West, open throughout construction are currently being explored in order to reduce the potential significant adverse effects identified above.

Effects during operation

Land use and accessibility

- 4.8.15 While sections of some footpaths, including within Whitefield Golf Course, will likely be permanently realigned or closed to accommodate new attenuation ponds, there is an opportunity to improve the recreational amenity of the area with a circular route which is being explored as part of design development. There is also an opportunity to improve the footpath that runs along Egypt Lane through rerouting. Other routes would be

restored following construction. Overall, there would be a **neutral effect** on walkers, cyclists and horse riders.

- 4.8.16 **No significant effects** on residential property and housing, development land and community assets are anticipated. No further impacts on agricultural land holdings are predicted over and above the permanent effects on four landholdings predicted for the construction.

Human health

- 4.8.17 Effects during operation on all wider determinants of health scoped into the preliminary assessment are assessed as neutral, with the exception of the quality of urban and natural environments (including air pollution and noise) for which health outcomes are uncertain at this stage as information is being gathered in order to produce a calculation-based assessment (see the **Noise and vibration** and **Air quality** sections of this Non-Technical Summary).

Conclusion

Land use and accessibility

- 4.8.18 **Significant** effects on land use and accessibility would mainly occur during the construction stage. Effects on private property and housing, development land and business, community land and assets and walkers, cyclists and horse riders would be **not significant** during operation.
- 4.8.19 The permanent loss of some agricultural land to the footprint of the scheme would remain a **significant** residual effect in the long term.

Human health

- 4.8.20 Residual effects on health from impacts to five wider determinants of health are assessed as **negative (not significant)** during construction:
- Access to the natural environment and outdoor recreation
 - Accessibility for walking and cycling
 - Community severance
 - Connections to employment, services, facilities and leisure
 - Quality of urban and natural environments (including air pollution and noise)
- 4.8.21 Residual effects on all determinants of health are assessed as neutral during operation, with the exception of quality of urban and natural environments (including air pollution and noise) for which a combination of **negative and positive** effects are anticipated but these would be **not significant** in terms of overall population health. Further assessment will be undertaken and reported in the upcoming Environmental Statement.

4.9 Road drainage and the water environment

Introduction

- 4.9.1 A preliminary assessment of the scheme's interaction and impact on the water environment has been undertaken. The assessment considers impacts on surface water (water quality, water resources, and hydromorphology (the form of rivers)), groundwater (water stored below the ground within layers of rocks and other geology), drainage, and flood risk. The preliminary assessment also considers the scheme's compliance with the Water Environment (Water Framework Directive) Regulations.
- 4.9.2 We have prepared a number of technical reports to support the water environment assessment for the PEIR, the results of these reports are summarised in PEIR Chapter 14: Road Drainage and the Water Environment. These technical reports are:
- A preliminary Water Framework Directive (WFD) Regulations Assessment – this report assesses compliance of the scheme against objectives in the Regulations
 - A preliminary Flood Risk Assessment – this report assesses the risk of flooding to and from the scheme from all sources. The assessment also considers the predicted impact of climate change on flood risk in accordance with national planning requirements
 - A preliminary Water Quality Assessment Report – this report documents the water quality assessments that have been undertaken and presents the results of impacts upon water quality during operation of the scheme
 - A Groundwater Dependent Terrestrial Ecosystem (GWDTE) Assessment Report – this report identifies habitats on land that depend on groundwater and potential impacts upon those habitats
- 4.9.3 The design of the scheme includes a number of mitigation measures to reduce the scheme's effects on the water environment, including:
- Attenuation ponds to store and treat water that will run off the road surface before discharging into watercourses
 - Designing outfalls to minimise impact to watercourses
 - Sizing of new culverts (a structure such as a pipe that transports water from one place to another) not to increase flood risk

Baseline environment

- 4.9.4 The study area for the assessments vary depending upon water environment features and the potential extent of impacts. The study areas are 250m for groundwater-dependent habitats, 500m for hydromorphology, 1km for surface water and flood risk, and 2km for groundwater.

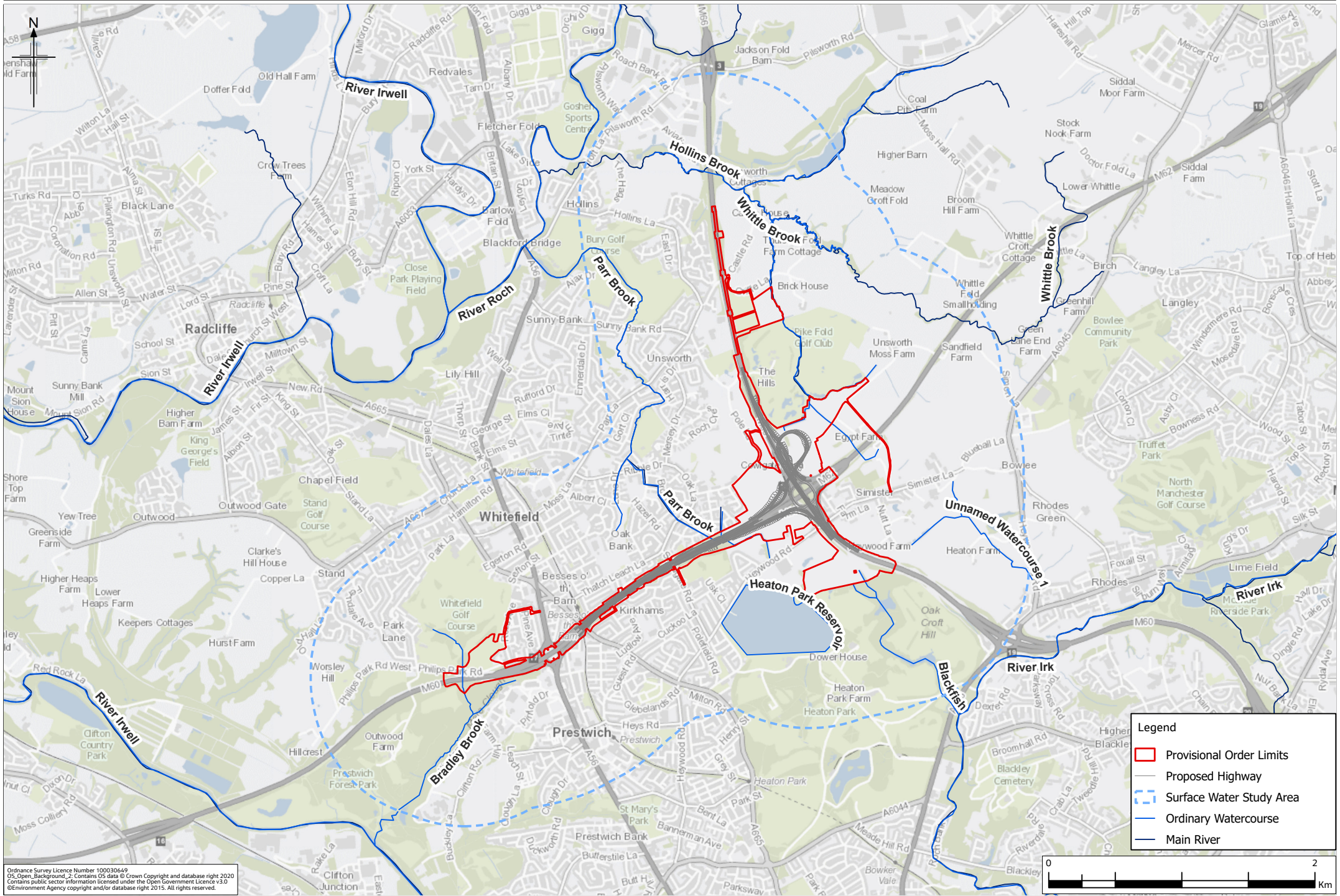
Surface water quality

- 4.9.5 The scheme crosses two watercourses, Bradley Brook and the headwaters of Parr Brook, both of which pass in culvert under the M60 west of junction 18. Both watercourses receive road runoff from the scheme as well as the River Irk, Castle Brook and a tributary (a stream or river that flows into a larger stream or river).

Hydromorphology

- 4.9.6 There are a number of watercourses and numerous ponds and lakes within the hydromorphology study area (see the **Watercourses** figure). The watercourses are largely straightened channels or, in the case of Parr Brook, extensively culverted. All of these channels are modified (i.e. not in their natural state) and used for drainage.

Watercourses



Legend

- Provisional Order Limits
- Proposed Highway
- Surface Water Study Area
- Ordinary Watercourse
- Main River

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Groundwater

- 4.9.7 There are aquifers (bodies of rock or sediment that hold water) within the study area that support local water supplies. There are no licensed groundwater abstractions (the process of taking water from a groundwater source) used for drinking water supply, however there are seven licensed groundwater abstractions used for industrial/commercial purposes (the closest lies 265m east of the scheme). The majority of the scheme lies on aquifers classified as having a medium-high or medium vulnerability to contamination.
- 4.9.8 Local groundwater may be connected (either directly or indirectly) to watercourses and spring discharges (where water from below ground rises to the surface). There are three locally designated ecological sites within 250m from the provisional Order Limits with habitats that are potentially dependent on groundwater.
- 4.9.9 There is one (revoked) potentially contaminated land site located in the south-east of the groundwater study area, and two historic landfill sites situated adjacent to the M60 between junctions 18 and 19 (see the **Geology and soils** aspect section for further information).

Flood risk

- 4.9.10 The Environment Agency has designated Flood Zones 1, 2 and 3 to indicate how likely an area is to flood. The scheme is located within an area designated as Flood Zone 1 (low risk of flooding from rivers, with less than 0.1% chance of flooding in any one year). However, there are localised areas in Flood Zone 2 (0.1% – 1% chance of flooding in any one year) and Flood Zone 3 (greater than 1% chance of flooding in any one year).
- 4.9.11 There are numerous areas of surface water flood risk within the study area.
- 4.9.12 There are three main areas within the provisional Order Limits with potential for groundwater flooding to occur (either at surface level or to property or infrastructure situated below ground level).

Effects during construction

- 4.9.13 We would mitigate effects on flood risk, water quality, hydromorphology and groundwater during construction by following good construction practice, such as pollution prevention guidelines, and locating construction activities outside of areas at risk of flooding, which would prevent any likely significant adverse effects. This would be delivered through the implementation of an Environmental Management Plan.

Surface water quality

- 4.9.14 The key likely impacts during construction of the scheme for water quality are from the transport of sediment and the use of polluting substances. If released into the environment these can cause water pollution. However, application of mitigation measures and best practice methods would likely reduce these impacts to negligible. Therefore, there would be **no likely significant adverse effects** during construction for the surface water quality aspect.

Hydromorphology

- 4.9.15 Construction activities, for example activities to excavate and clear vegetation for the temporary culvert and outfalls, could lead to temporary and localised impacts on local river and stream beds. Subject to the implementation of mitigation measures, there would be **no likely significant adverse effects** during construction for the hydromorphology aspect.

Groundwater

- 4.9.16 Construction activities could lead to groundwater contamination and disturbances to groundwater flows and levels. For certain groundwater receptors, including the springs and groundwater-dependant habitats that are located within or close to the provisional Order Limits, these impacts could be direct and lead to **significant adverse effects**.
- 4.9.17 Works to construct an attenuation pond in an area to the south of M60 junction 18 at the location of a historic landfill could lead to potentially contaminated water escaping, resulting in **significant adverse effects** on the groundwater quality of the underlying aquifer.
- 4.9.18 The preliminary assessment will be updated for the upcoming Environmental Statement to take into account new information, including data from ground investigations and site walkover surveys. The significance of effects identified above may change following analysis of these data.

Flood risk

- 4.9.19 The risk of surface water flooding during construction is most likely to arise from heavy rainfall when runoff may potentially flood working areas and excavations. With mitigation measures, there would be **no likely significant adverse effects** from construction activities on most sources of flood risk, excluding groundwater flood risk. Changes to permanent below ground structures (such as the installation of road foundations or removal of a gantry) could change groundwater flood risk, with the potential for localised **significant adverse effects** for receptors next to and above the permanent below ground structures.

Effects during operation

Surface water quality

- 4.9.20 The scheme includes a number of attenuation ponds to store and treat water that would run off from the road surface before being released into watercourses. Some discharges of runoff via proposed drainage outfalls could have impacts on water quality in the short-term for the watercourses they go into, however there would be **no likely significant adverse effect**.

Hydromorphology

- 4.9.21 There would be **no likely significant adverse effects** on the hydromorphology of watercourses during the operational phase.

Groundwater

- 4.9.22 With mitigation measures, there would be **no likely significant adverse effects** during operation for most groundwater receptors. There is potential, however, for **significant adverse effects** to remain to two springs located within the provisional Order Limits. Long-term changes in groundwater flow could occur due to new/changes to permanent below ground structures (including additional road foundations and removal of a gantry) and the new embankment for the Northern Loop.

Flood risk

- 4.9.23 There would be **no likely significant adverse effects** on most sources of flood risk during operation, except for groundwater flood risk. There is potential for the scheme to increase groundwater flood risk, both to the development and elsewhere, resulting in a potential **significant adverse effect** during operation due to long-term changes in groundwater levels and flow.

Conclusion

- 4.9.24 During construction of the scheme there is potential for **significant adverse effects** relating to changes in groundwater quality, groundwater flow and groundwater flood risk. There would be **no likely significant adverse effects** on surface water, hydromorphology, and flood risk (excluding groundwater flood risk).
- 4.9.25 During operation of the scheme there is potential for **significant adverse effects** relating to changes in groundwater flow and groundwater flood risk.
- 4.9.26 The preliminary assessment will be updated for the upcoming Environmental Statement to take into account new information, including data from ground investigations. The significance of effects identified above may change following analysis of these data. In addition, mitigation measures are being explored to reduce the significance of effects identified above.

4.10 Climate

Introduction

- 4.10.1 Major road schemes can lead to an increase in greenhouse gas emissions resulting from an increase in road users and the use of materials to construct and maintain infrastructure. We have carried out a preliminary assessment of the potential impact of the scheme on climate by estimating resulting changes in greenhouse gas emissions. We have also undertaken a preliminary assessment of the potential vulnerability of the scheme to possible future changes in climate (such as changes in temperature and rainfall patterns).

Baseline environment

Greenhouse gas emissions

- 4.10.2 At this stage, only greenhouse gas emissions resulting from operational road users (i.e. emissions associated with the consumption of fuel and electricity by vehicles) have

been estimated, the study area for which comprises a large extent of the road network included within the traffic model developed for the scheme.

- 4.10.3 We have compared the estimated greenhouse gas emissions against the UK carbon budgets. The UK carbon budget, agreed by the UK Government, restricts the total amount of greenhouse gases the UK can emit over a 5-year period in order to meet the UK's commitments to reduce emissions and achieve net zero carbon (meaning no more greenhouse gas is emitted into the atmosphere than is taken away).

Vulnerability to changes in climate

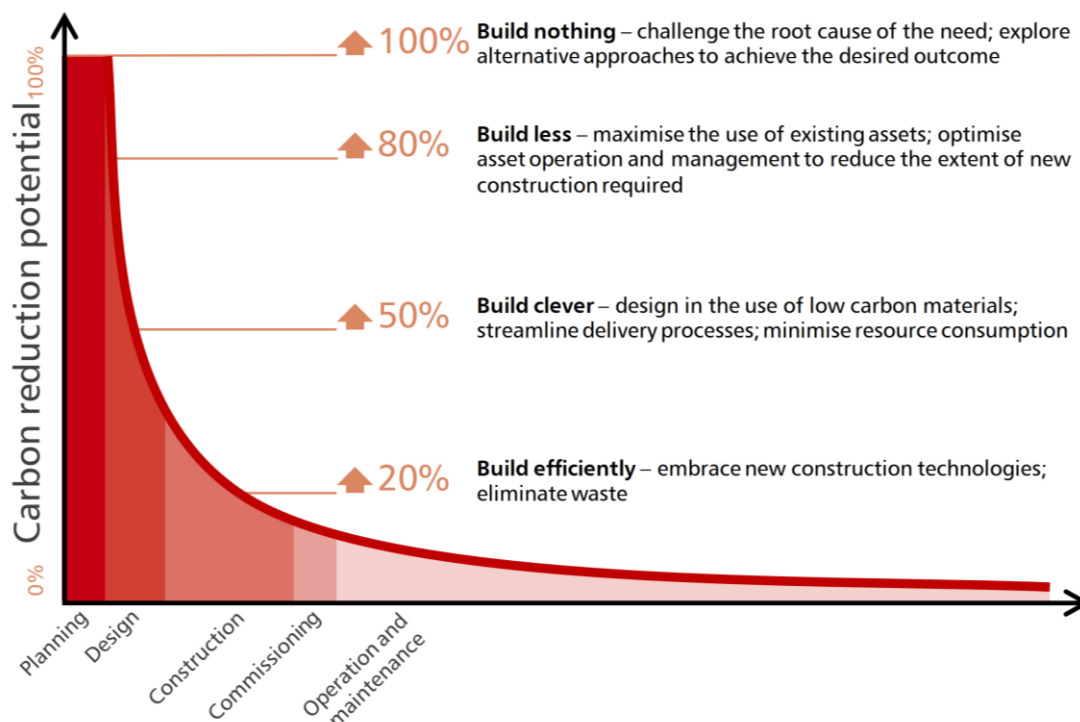
- 4.10.4 The study area for the scheme's vulnerability to climate comprises the construction footprint of the scheme, including compounds and temporary land required. Features relevant to the scheme that are potentially vulnerable to climate change include elements of the scheme itself, such as pavements, structures, earthworks, drainage and technology, and operational road users, including the public and commercial operators, who may be affected by disruption.

Effects during construction

Greenhouse gas emissions

- 4.10.5 As part of the process for calculating greenhouse gas emissions associated with construction of the scheme, we have established processes to review these throughout the design process, thereby informing and identifying opportunities to reduce such emissions. This includes exploring opportunities to build less or more efficiently. The illustration **Carbon reduction curve** shows how this process can reduce carbon emissions.

Carbon reduction curve



Source: <https://www.gov.uk/government/publications/infrastructure-carbon-review>

- 4.10.6 Construction phase greenhouse gas emissions have not been quantified for the preliminary assessment but will be estimated and reported in the upcoming Environmental Statement.
- 4.10.7 The magnitude of construction phase greenhouse gas emissions, particularly following the implementation of mitigation measures to avoid or reduce greenhouse gas emissions, is considered likely to be negligible in comparison to relevant UK carbon budgets. On this basis, construction phase greenhouse gas emissions are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore **not likely to be significant**.

Vulnerability to changes in climate

- 4.10.8 Climate change related impacts are considered **not likely to be significant** during the construction phase following the application of standard mitigation measures to reduce the vulnerability of the scheme to impacts from climate change. These would include, for example, suitable management of site drainage and using weather forecasts to plan on-site activities to minimise the impacts of heavy rainfall.

Effects during operation

Greenhouse gas emissions

- 4.10.9 At this preliminary environmental assessment stage, we have only considered greenhouse gas emissions associated with operational road users (i.e. emissions associated with the consumption of fuel and electricity by vehicles).

4.10.10 For the upcoming Environmental Statement, we will also consider emissions associated with maintaining and operating the scheme (i.e. emissions associated with materials used during maintenance activities, including repair and replacement of scheme assets, and electricity consumption for operational needs such as signage and lighting) and changes in land use.

4.10.11 Preliminary estimates of operational road user greenhouse gas emissions indicate that changes in greenhouse gas emissions as a result of the scheme are negligible in comparison to relevant UK carbon budgets. On this basis, operational phase greenhouse gas emissions are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore **not likely to be significant**.

Vulnerability to changes in climate

4.10.12 For the operational phase, a number of potential climate hazards have been identified at this stage for a minimum 60-year design life, including:

- Various hazards related to increased rainfall and extreme rainfall events in winter
- Various hazards associated with decreased rainfall and higher occurrence of dry spells
- Increased summer temperatures and heatwaves/hot spells

4.10.13 We will choose materials that comply with relevant highways design standards, guidance and good engineering practice. Additionally, the design will incorporate suitable climate change allowances in accordance with relevant Environment Agency guidance (for example, in relation to the sizing and capacity of the drainage systems).

4.10.14 These mitigation measures, coupled with appropriate asset management during operation including monitoring and inspections, would adequately address the potential climate change hazards identified above. As a result, it is considered that the potential climate-related hazards identified **would not result in a significant effect** during the operational phase.

Conclusion

4.10.15 Following the implementation of suitable mitigation measures, the scheme is considered **unlikely to have a significant effect** on climate, and it is considered that there would be **no significant effect** on the scheme's vulnerability to possible future changes in climate.

4.10.16 A full assessment of greenhouse gas emission and the scheme's vulnerability to changes in climate will be undertaken and reported in the upcoming Environmental Statement.

4.11 Cumulative effects assessment

4.11.1 Although an individual development may not itself have significant environmental effects, when combined with other development(s), impacts could potentially combine to result in a significant cumulative effect on a receptor or group of receptors. The PEIR presents a 'long list' of other development projects that will be considered in the

cumulative effects assessment. Other developments considered in the 'long list' include a major mixed-use development of up to 1,000 residential dwellings and employment land at South Heywood, the Manchester North West Quadrant scheme, and sites allocated for residential development in close proximity to the scheme. The 'long list' was screened and reduced to a 'shortlist' of other development projects which will be taken forward for further assessment. The long list and short list will be reviewed and updated during the Environmental Impact Assessment and the findings of the cumulative effects assessment will be presented in the Environmental Statement.

4.12 Summary of the preliminary environmental assessment

4.12.1 The table below provides a summary of the potential residual significant environmental effects associated with the construction and operation of the scheme. We have developed mitigation measures for this preliminary assessment to avoid or reduce environmental effects where possible. We have considered these mitigation measures when determining the significance of effects.

4.12.2 The conclusions presented in the **Summary of the preliminary environmental assessment** table are preliminary and subject to the ongoing Environmental Impact Assessment process, which includes further surveys and studies and the development of mitigation. The final results of the environmental assessment will be reported in the upcoming Environmental Statement.

Summary of the preliminary environmental assessment

Green = no significant effects. Pink = potential significant effects

Aspect	Summary of significant residual environmental effects	
	Construction	Operation
Air quality	No likely significant effects identified.	No likely significant effects identified. Potential for significant adverse effects on biodiversity sites from nitrogen deposition will be assessed by the biodiversity specialist in the Environmental Statement.
Cultural heritage	No likely significant effects identified.	No likely significant effects identified.
Landscape and visual	Likely significant adverse effects on landscape character and townscape character due to construction activities (for example, from the movement of construction machinery; the presence of site compounds, haul roads and material stockpiles; and loss of vegetation). Likely significant adverse effects on people's views in some locations due to construction activities including those noted above.	During the opening year significant adverse effects on landscape and townscape character and townscape character are likely due to a permanent increase in the extent of highway infrastructure, including the Northern Loop, Simister Pike Fold Viaduct and Simister Pike Fold Bridge, and night-time lighting required on the new infrastructure, and changes in land use and field pattern. During the opening year significant adverse effect on views for some people are likely in close proximity to the scheme and where the Northern Loop, Simister Pike Fold Viaduct and Simister Pike Fold Bridge, and the widening of the mainline remains prominent in the view. The effects on landscape character and people's views would reduce to non-

Aspect	Summary of significant residual environmental effects	
	Construction	Operation
		significant 15 years after the opening of the scheme, due to the growth of mitigation planting which would screen views or reduce the prominence of the scheme and provide integration of new infrastructure.
Biodiversity	Potential for significant adverse effect on Philips Park due to the potential for impacts on a small area of ancient woodland (due to construction works taking place close to the ancient woodland).	No likely significant effects identified.
Geology and soils	Potential for significant adverse effects on: <ul style="list-style-type: none"> • Soils (due to physical removal, permanent covering or degradation) • Agricultural land (due to a permanent loss of some agricultural land) • Groundwater and surface water quality (due to potential contamination) • Health of residents near to construction areas (due to ground gas and soil contamination which may be encountered during construction works) 	No likely significant effects identified.
Material assets and waste	No likely significant effects identified.	No likely significant effects identified.
Noise and vibration	Potential significant adverse effects for noise at some locations due to an increase in noise during some construction activities. No potential significant effects have been identified for vibration from construction activities.	Potential significant adverse effects for some residents near to the M60 eastbound. There will also be some non-significant reductions in road traffic noise at some locations.
Population and human health	Likely significant adverse effects on two community land assets, five agricultural land holdings and four routes used by walkers or walkers and cyclists during construction.	No likely significant effects identified.
Road drainage and the water environment	Potential for significant adverse effects relating to changes in groundwater quality, groundwater flow and groundwater flood risk. There would be no likely significant adverse effects on surface water, hydromorphology, and flood risk (excluding groundwater flood risk).	Potential for significant adverse effects relating to changes in groundwater flow and groundwater flood risk.
Climate	No likely significant effects identified.	No likely significant effects identified.
Cumulative effects	Cumulative effects will be assessed and reported within the Environmental Statement.	

5. Consultation and next steps

5.1 Consultation

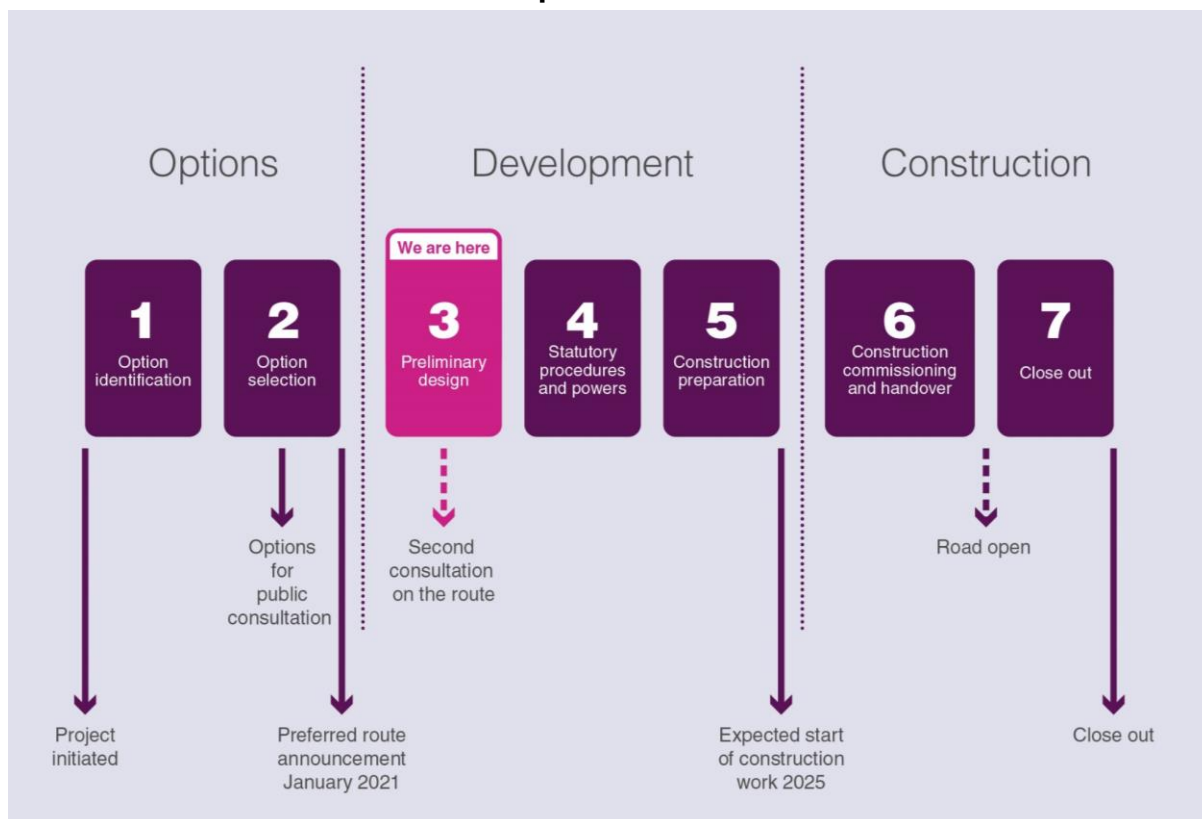
- 5.1.1 We are currently holding a public consultation, and this PEIR non-technical summary forms part of the consultation package. Please share any ideas, local knowledge or concerns that you may have. The consultation will run for six weeks from 15 February to 28 March 2023.
- 5.1.2 Further information on the consultation can be found on our webpage at www.nationalhighways.co.uk/M60-Simister-Island. All the consultation materials will be digitally available, including:
- The consultation brochure
 - A digital flythrough of the scheme
 - Other technical information (including the PEIR) which you will be able to download
- 5.1.3 You can also take away copies of the brochure and view additional materials at public information points as detailed in the consultation brochure. Please contact our project team at M60J18SimisterIslandInterchange@nationalhighways.co.uk or phone our Customer Contact Centre at 0300 123 5000 to request an accessible format of the brochure.
- 5.1.4 You can share your views, concerns and suggestions using one of the following methods:
- **Online:** complete the consultation response form at: www.nationalhighways.co.uk/M60-Simister-Island
 - **Post:** complete a paper copy of the consultation response form available from the public information points (as listed in the consultation brochure), or at the public events and return the form using the freepost address: FREEPOST M60 J18 SIMISTER ISLAND
 - **Email:** M60J18SimisterIslandInterchange@nationalhighways.co.uk
- 5.1.5 All responses should be returned by 11.59pm on Tuesday 28 March 2023.

5.2 Next steps

- 5.2.1 Once the consultation closes, we will review all the suggestions and comments received. We will take time to analyse and consider your feedback when making further refinements to the proposed design and developing our planned mitigation measures. We will set out a summary of the responses and describe how our proposals have been informed and influenced by them in a consultation report. This will form part of our application for development consent and will also be available to the public following submission of the application.
- 5.2.2 We expect to submit our application in 2023 and, provided consent is granted, construction work is expected to start in 2025.
- 5.2.3 Once we submit our application, the Planning Inspectorate (acting on behalf of the Secretary of State) will examine the application and may hold some public hearings,

before making a recommendation to the Secretary of State for Transport, who will decide on whether or not the scheme will go ahead. The process for the next steps for the scheme is shown below.

Next steps for the scheme



5.3 How to find out more

5.3.1 For more information, please visit our project webpage (www.nationalhighways.co.uk/M60-Simister-Island) where you can also sign up for email alerts whenever the webpage for the scheme is updated. If you have any queries about this scheme, please contact us by calling 0300 123 5000 or emailing the project team at [mailto: M60J18SimisterIslandInterchange@nationalhighways.co.uk](mailto:M60J18SimisterIslandInterchange@nationalhighways.co.uk).

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**L.4 Preliminary Environmental Information Report (PEIR) -
February 2023**

Hyperlink to the PEIR on the Applicant's Website: -

[**Preliminary Environmental Information Report \(PEIR\) -
February 2023**](#)

L.5 Section 47 Notice – February 2023

M60/M62/M66 SIMISTER ISLAND INTERCHANGE SECTION 47 PLANNING ACT 2008 (AS AMENDED) NOTICE PUBLICISING A STATEMENT OF COMMUNITY CONSULTATION

National Highways is planning improvements to the M60 junction 18 Simister Island Interchange. This includes a new loop structure to provide a free-flow link road between the M60 eastbound to the M60 southbound, widening the M60 to five lanes between junctions 17 and 18, and installing a new hard shoulder in both directions.

We intend to make an application to the Planning Inspectorate under section 37 of the Planning Act 2008 (as amended) for a development consent order to authorise construction of the scheme.

Before making our application, we must produce a document called the Statement of Community Consultation setting out how we will consult the local community about our proposals. We also must make this statement available for inspection by the public and publish this notice stating where and when the statement can be inspected. We then must carry out consultation in accordance with the statement.

This notice contains a summary of the consultation details. However, full details of the consultation can be found in the Statement of Community Consultation. This can be viewed online, along with our consultation materials, at www.nationalhighways.co.uk/M60-Simister-Island or at the following deposit point locations during our consultation period from 15 February to March 28 2023.

Please note, consultation materials will be available from the start of the consultation on the website and at deposit locations, not in advance.

Deposit locations

Brochure, response form, Preliminary Environmental Information Report, non-technical summary:

Bury Library

Manchester Road, Bury, BL9 0DG
Tuesday, Wednesday and 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 and 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 and Friday, 10am until 4:30pm
Thursday, 12:30pm until 7pm
Saturday, 9:30am until 1pm

Brochure and response form only:

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

Radcliffe Leisure Centre

Spring Lane, Radcliffe, Manchester M26 2SZ
Monday-Friday, 6:30am until 10pm
Saturday, 8am until 6pm
Sunday, 8am until 4pm

Berrys of Unsworth

73 Parr Lane, Bury, BL9 8JR)
Monday-Friday, 8am until 4pm
Saturday, 8am until 2pm

In addition to viewing the consultation material, you can also speak with the project team and share your views at our consultation events.

Consultation events will be held at the following venues during the consultation period:

Public consultation events

Parrenthorn High School, Heywood Road, Prestwich, Greater Manchester, M25 2BW
Tuesday 21 February 2023
11am to 7pm

Our Lady of Grace Hall, 11 Fairfax Road, Prestwich, Manchester, M25 1AS
Saturday 11 March 2023
10am to 4pm

Unsworth Cricket Club, The Pavilion, 32 Pole Lane, Bury, BL9 8QL
Monday 20 March 2023
12pm to 8pm

Telephone consultation events

Saturday 4 March 2023, 11 am to 4pm
Tuesday 7 March 2023, 11am to 7pm
Thursday 23 March 2023, 11am to 7pm

Public online webinars

Thursday 23 February 2023, 1pm to 3pm
Wednesday 15 March 2023, 5pm to 7pm

The scheme is an Environmental Impact Assessment development, which means a Preliminary Environmental Information Report has been produced (to describe the environmental effects of the scheme) and is being consulted on alongside the other consultation documents. It also means that an Environmental Statement will be produced and submitted with the application in due course.

Contact the team on:

Email:

M60J18SimisterIslandInterchange@nationalhighways.co.uk

Write:

FREEPOST M60 J18 SIMISTER ISLAND

Telephone:

0300 123 5000, open 24/7

L.6 Section 48 Notice – February 2023



National Highways

Section 48 Planning Act 2008 (as amended)

Regulation 4 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

M60/M62/M66 Simister Island Interchange

Notice Publicising a Proposed Application for a Development Consent Order

NATIONAL HIGHWAYS COMPANY LIMITED of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ ('the Applicant') proposes to make an application ('the Application') under Section 37 of the Planning Act 2008 (as amended) to the Secretary of State for Transport for a Development Consent Order.

The Application is for the proposed M60/M62/M66 Simister Island Interchange scheme at the M60 junction 18, three miles south of Bury.

The scheme's main proposals in summary are:

- Improvements to the M60 junction including a new loop structure to provide a free-flow link road between the M60 eastbound to the M60 southbound and also widening to five lanes of the M60 between junctions 17 and 18 including a hard shoulder in both directions.
- In addition, any necessary rights and powers will be sought to ensure delivery of the scheme, including compulsory acquisition.

The scheme is an Environmental Impact Assessment development ('EIA development'), as defined by The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. An Environmental Statement will be submitted as part of the Application and a Preliminary Environmental Information Report ('PEIR') forms part of the consultation material.

Consultation on the proposals will take place from **15 February 2023 to 28 March 2023**. Copies of the consultation materials – including brochure, response form, plans and maps showing the nature and location of the proposed development and the PEIR and non-technical summary will be available for inspection free of charge from **15 February 2023 to 28 March 2023** at the following deposit point locations and times:

- **Bury Library**, Manchester Road, Bury, BL9 0DG
Tuesday, Wednesday and 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 and 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 and Friday, 10am until 4:30pm
Thursday, 12:30pm until 7pm
Saturday, 9:30am until 1pm

A copy of the brochure and response form only can be collected at the following deposit point locations and times:

- **Bury Town Hall**, Knowsley Street, Bury, BL9 0SW
Monday-Friday, 8:45am until 5pm
- **Radcliffe Leisure Centre**, Spring Lane, Radcliffe, Manchester M26 2SZ
Monday-Friday, 6:30am until 10pm
Saturday, 8am until 6pm
Sunday, 8am until 4pm
- **Berrys of Unsworth**, 73 Parr Lane, Bury, BL9 8JR
Monday-Friday, 8am until 4pm
Saturday, 8am until 2pm

Copies of the consultation materials will also be available online free of charge from 15 February 2023 at www.nationalhighways.co.uk/M60-Simister-Island.

Copies of the consultation materials may be requested during the consultation period from National Highways using the email address, postal address or telephone number provided below:

- By phone: 0300 123 5000
- By email: M60J18SimisterIslandInterchange@nationalhighways.co.uk
- By post: FREEPOST M60 J18 SIMISTER ISLAND

A paper copy of the consultation documents can be supplied, but there will be a reasonable charge to cover the cost of printing and postage up to a charge of £500.

Any person may comment on the proposals and responses must be received between **15 February 2023 and 28 March 2023**. A consultation feedback form is available as part of the consultation materials. When providing your response, please include your postcode. Please also confirm the nature of your interest in the scheme. Please supply any response to:

- By phone: 0300 123 5000
- By email: M60J18SimisterIslandInterchange@nationalhighways.co.uk
- By post: FREEPOST M60 J18 SIMISTER ISLAND

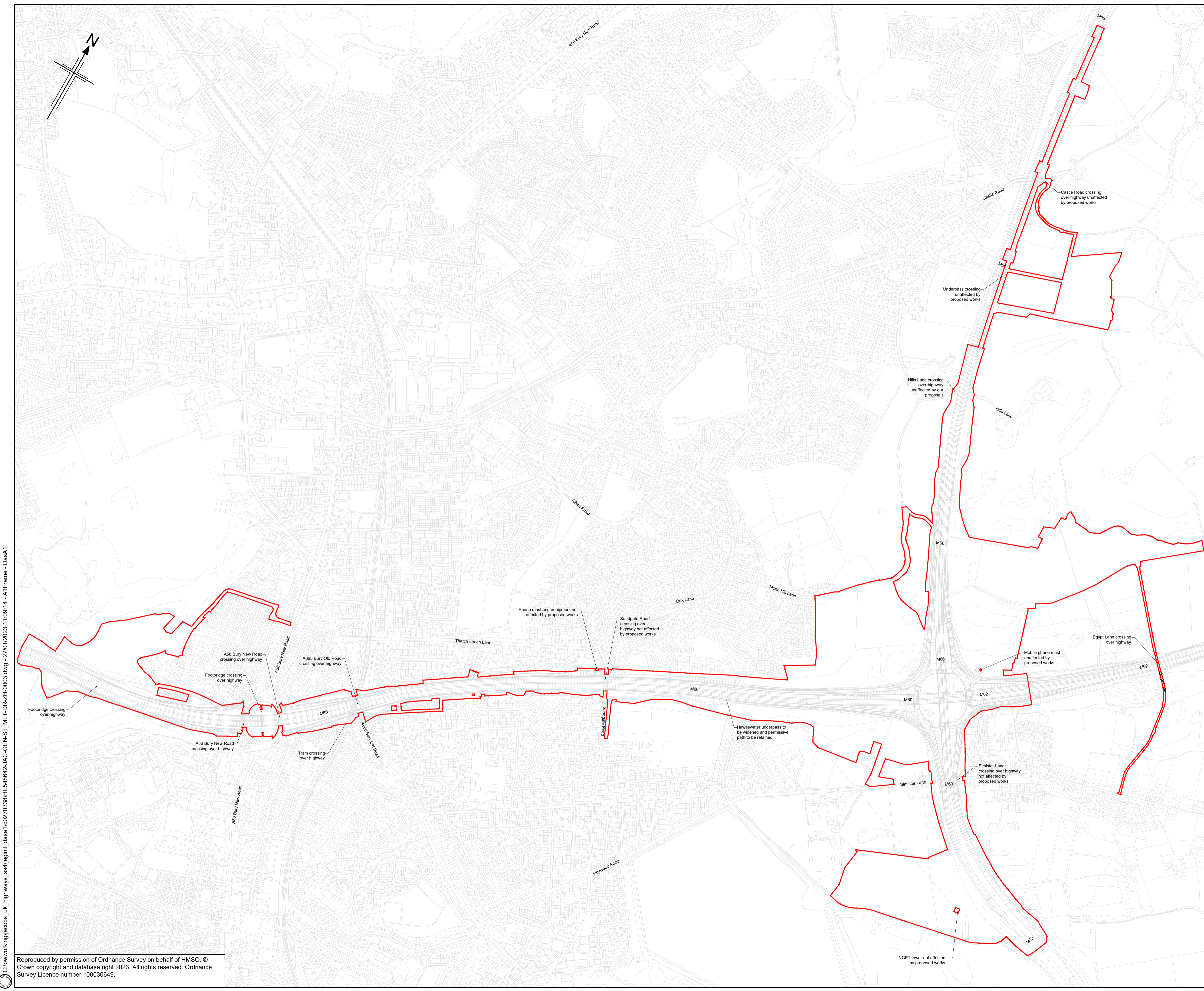
Responses must be received no later than 11:59pm on Tuesday 28 March.


National Highways will consider and have regard to all responses when developing the Application for a Development Consent Order once consultation has closed. Responses will form the basis of a Consultation Report that will be one of the factors taken into consideration by the Secretary of State when deciding whether the Application can be accepted for examination. Therefore, in providing any comment, it should be borne in mind that the substance of it may be communicated to others as part of the Consultation Report.

If you would like further information about this notice, the consultation or the scheme, please contact the project team by using one of the contact methods provided above.



Nicola Eastwell, National Highways, [15 February 2023]

L.7 Red Line Boundary – February 2023



Legend
 Provisional Order Limits

P01	13/12/21	S2 - SUITABLE FOR INFORMATION	RB	TA	AP	AP
P02	24/01/23	S2 - SUITABLE FOR INFORMATION	OD	TA	AP	AP
P03	26/01/23	S2 - SUITABLE FOR INFORMATION	AD	TA	AP	AP
Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Appr'd

Contractor:  Designer: 
 1 City Walk, Leeds, LS11 9DX
 Tel: +44(0)113 242 6771 Fax: +44(0)113 389 1389
 www.jacobs.com

Client: 

Project: REGIONAL DELIVERY PARTNERSHIP
 M60/M62/M66 SIMISTER ISLAND INTERCHANGE

Drawing title: STATUTORY CONSULTATION
 BROCHURE
 PROVISIONAL ORDER LIMITS

Drawing status: S2 - SUITABLE FOR INFORMATION

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Scale	@A3	Rev	P03
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Client no.	HE548642		

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 Originator: JAC
 Volume: GEN
 Location: SII_MLT
 Type: Role
 Number: -DR-ZH-0003

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L.8 Map Book 1 – General Arrangements – February 2023

M60/M62/M66 Simister Island Interchange

Map Book 1 – General Arrangements

M60/M62/M66 Simister Island Interchange scheme map books

The two map books prepared for this statutory consultation contain plans of the proposed scheme under the following headings:

- Map book 1: General arrangements (layout plans)
- Map book 2: Land use plans

These plans show the proposed scheme in detail to help the viewer better understand the proposals.

The plans run from junction 17 (Whitefield interchange) to junction 18 (Simister Island interchange) on the M60/M62 and from south of junction 18 on the M60 to south of junction 3 (Pilsworth Interchange) of the M66. Identically numbered sheets in the different map books show the same area. For example, in map book 1, sheet 1 shows the layout around junction 17, and in map book 2, sheet 1 shows the land use around junction 17. This principle applies across all the map book 1 and map book 2 sheets.

Map book 1: General arrangements

The general arrangements show the layout of the proposed scheme, including:

- Permanent works, new roads, earthworks, indicative drainage ponds
- Provisional order limits (also known as the red line boundary)
- Existing and proposed public rights of way

Map book 2: Land use plans

The land use plans show the areas where we are seeking powers to acquire land and rights permanently. They also show the land we require for a temporary period to construct the proposed scheme.

Permanent Acquisition

Permanent acquisition of land or rights will be required for the route of the road, junction improvements, environmental mitigation and for associated structures like drainage ponds.

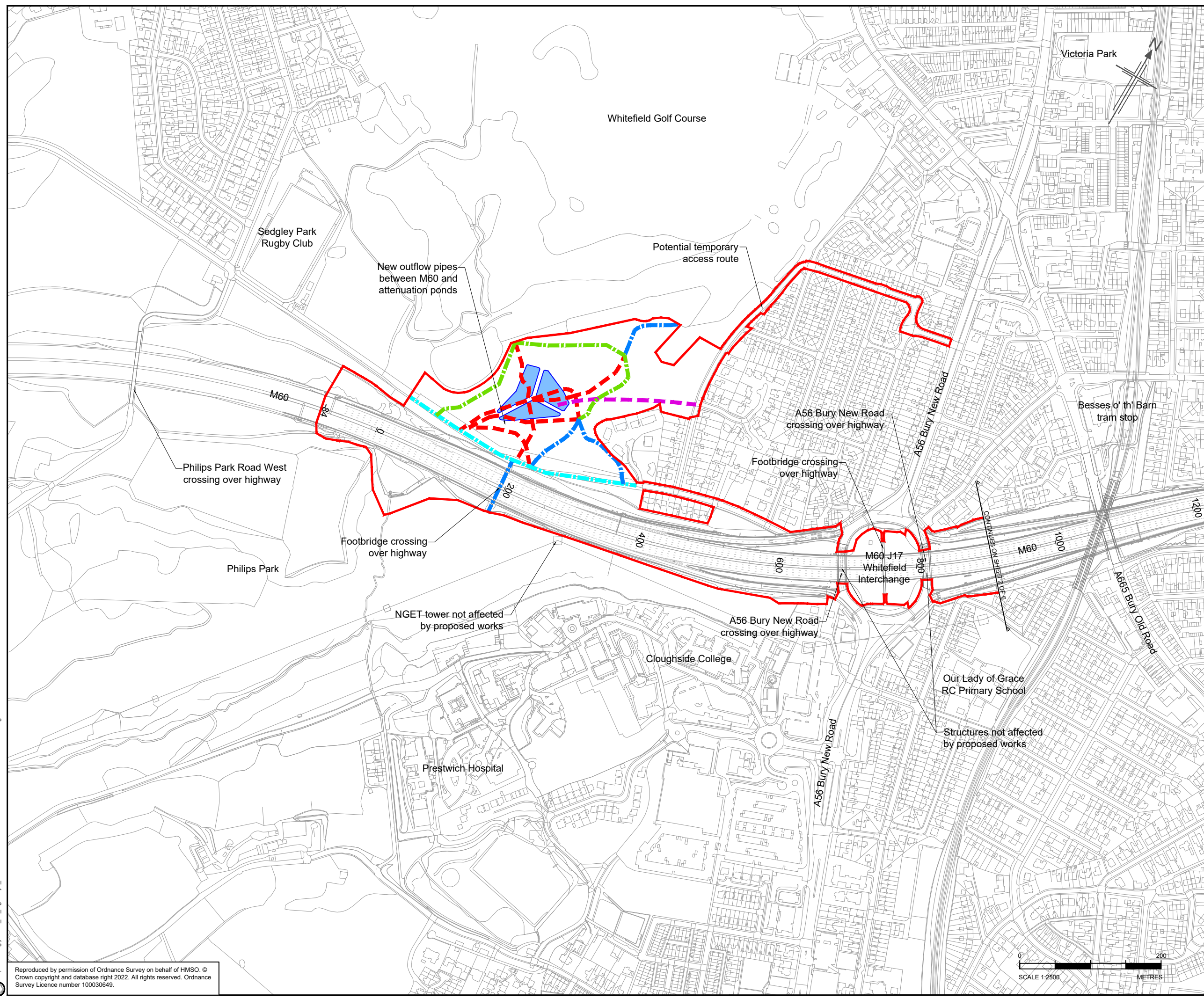
Permanent Rights

Land over which new permanent rights are required for construction and thereafter required for the creation of new permanent rights for example, to maintain the proposed scheme including the highway and associated apparatus, for rights of access or for rights to operate and maintain new statutory undertaker apparatus. It may also be required where existing rights need to be acquired, suspended, changed, or extinguished to construct and operate the proposed scheme.

Temporary Possession

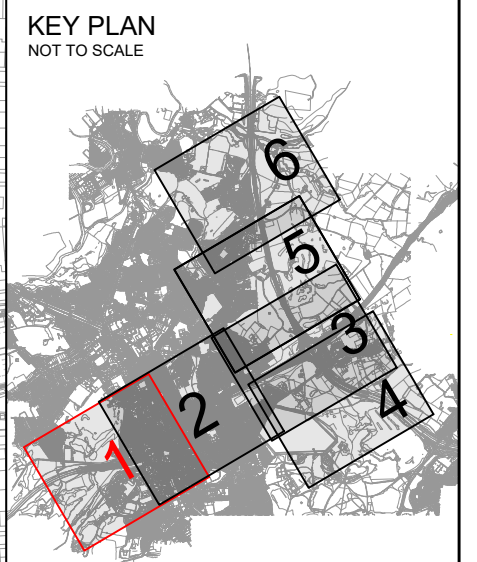
Temporary possession of land is required for the proposed scheme to be constructed safely. The plans show land that may be required temporarily for the main construction compounds at various locations. Additionally, temporary access over land to divert utilities such as gas pipelines, electricity cables and water pipes will be required. Any

land that is temporarily possessed will be reinstated and handed back to the owner once construction is complete.



Legend

- Indicative Attenuation Ponds & Swales
- Design Proposal
- Gantry Locations
- Provisional Order Limits
- Stopped Up Public Rights of Way
- Proposed New Public Rights of Way (Indicative)
- Retained Public Rights of Way
- Retained Cycleway
- Indicative Maintenance Accesses
- Permissive Path
- 1400 Design Chainage



Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Apprv'd
P01	13/12/21	S2 - SUITABLE FOR INFORMATION	RB	TA	AP	AP
P02	24/02/22	SUITABLE FOR STAGE APPROVAL	OD	TA	AP	AP
P03	20/12/22	SUITABLE FOR INFORMATION	MB	TA	AP	AP

Contractor: Designer:
1 City Walk, Leeds, LS11 9DX
Tel: +44(0)113 242 6771 Fax: +44(0)113 389 1389
www.jacobs.com

Client:

Project: REGIONAL DELIVERY PARTNERSHIP
M60/M62/M66 SIMISTER ISLAND INTERCHANGE

Drawing title: **GENERAL ARRANGEMENT**
SHEET 1 OF 6

Drawing status: **S2 - SUITABLE FOR INFORMATION**

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Jacobs No.	HE548642	Client no.	HE548642

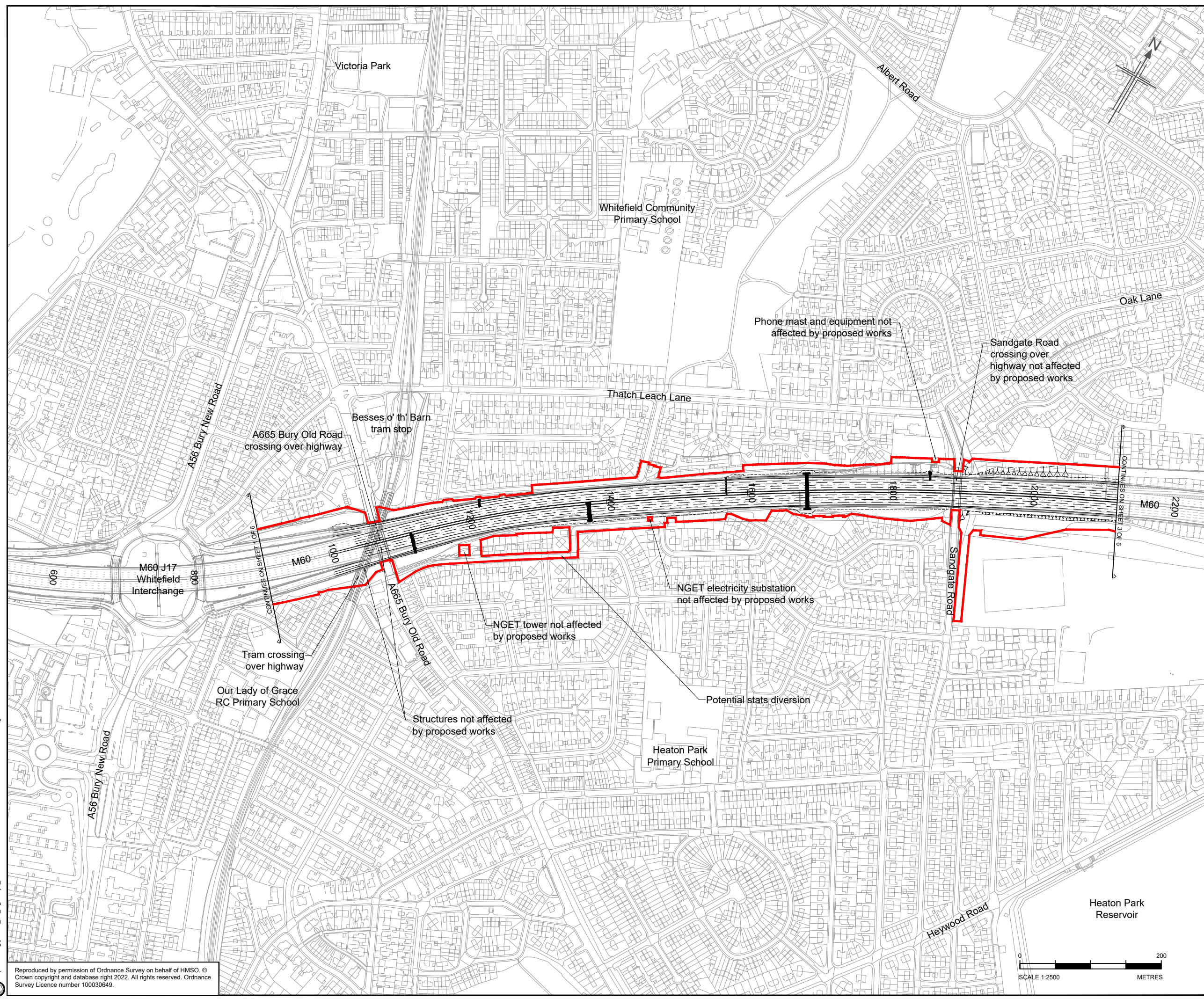
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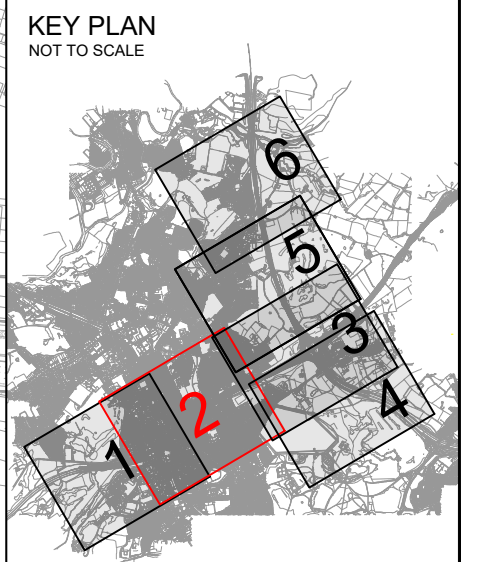
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Project: REGIONAL DELIVERY PARTNERSHIP
M60/M62/M66 SIMISTER ISLAND INTERCHANGE

Drawing title: GENERAL ARRANGEMENT
SHEET 2 OF 6

Drawing status: S2 - SUITABLE FOR INFORMATION

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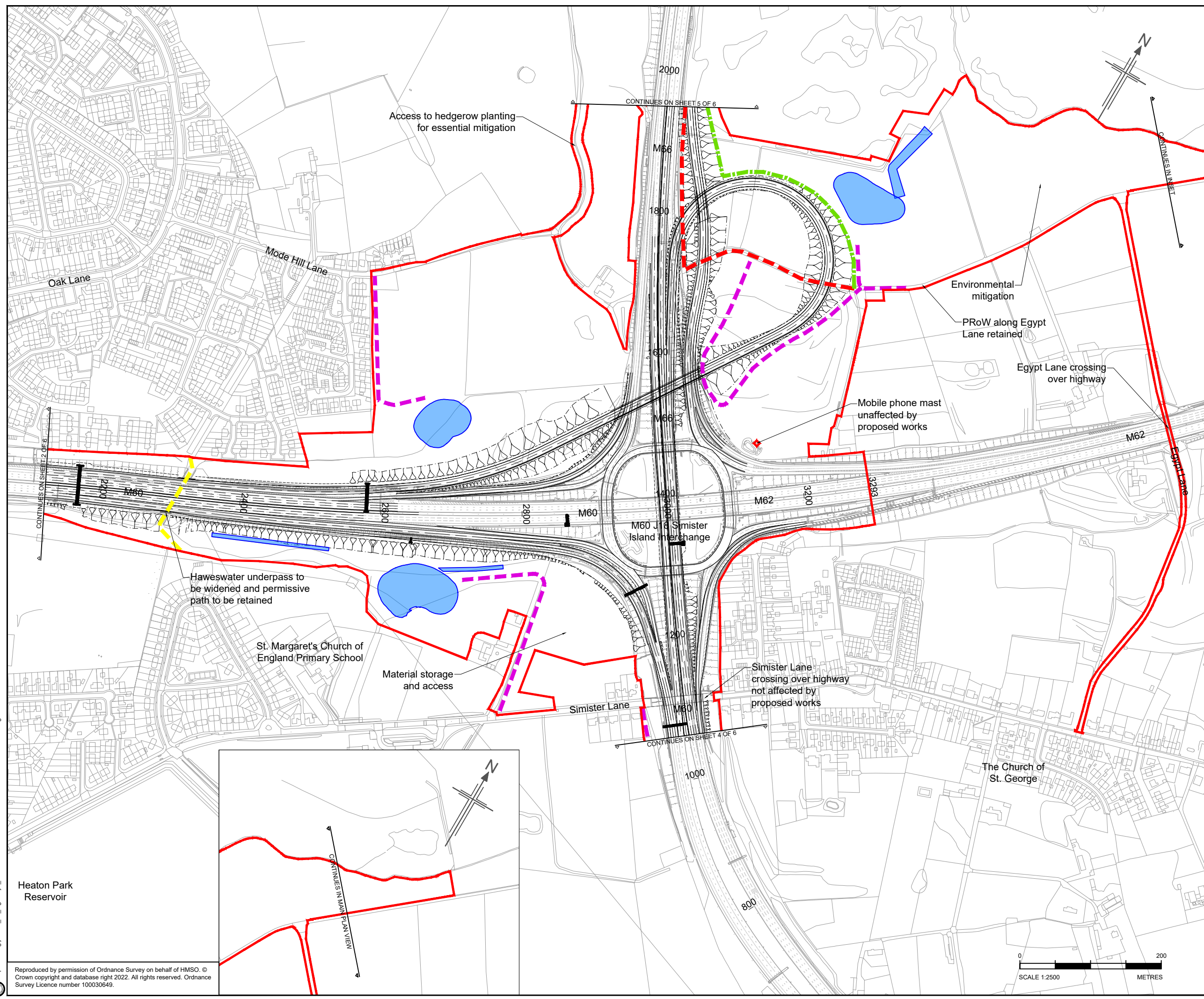
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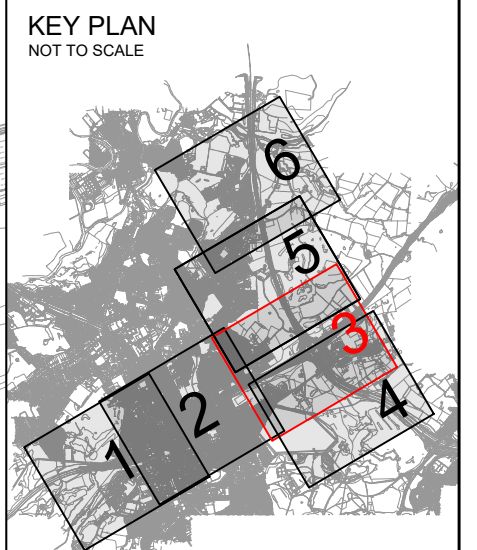


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Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Apprv'd
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P02	24/02/22	SUITABLE FOR STAGE APPROVAL	OD	TA	AP	AP
P03	20/12/22	SUITABLE FOR INFORMATION	MB	TA	AP	AP

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M60/M62/M66 SIMISTER ISLAND INTERCHANGE

Drawing title: GENERAL ARRANGEMENT
SHEET 3 OF 6

Drawing status: S2 - SUITABLE FOR INFORMATION

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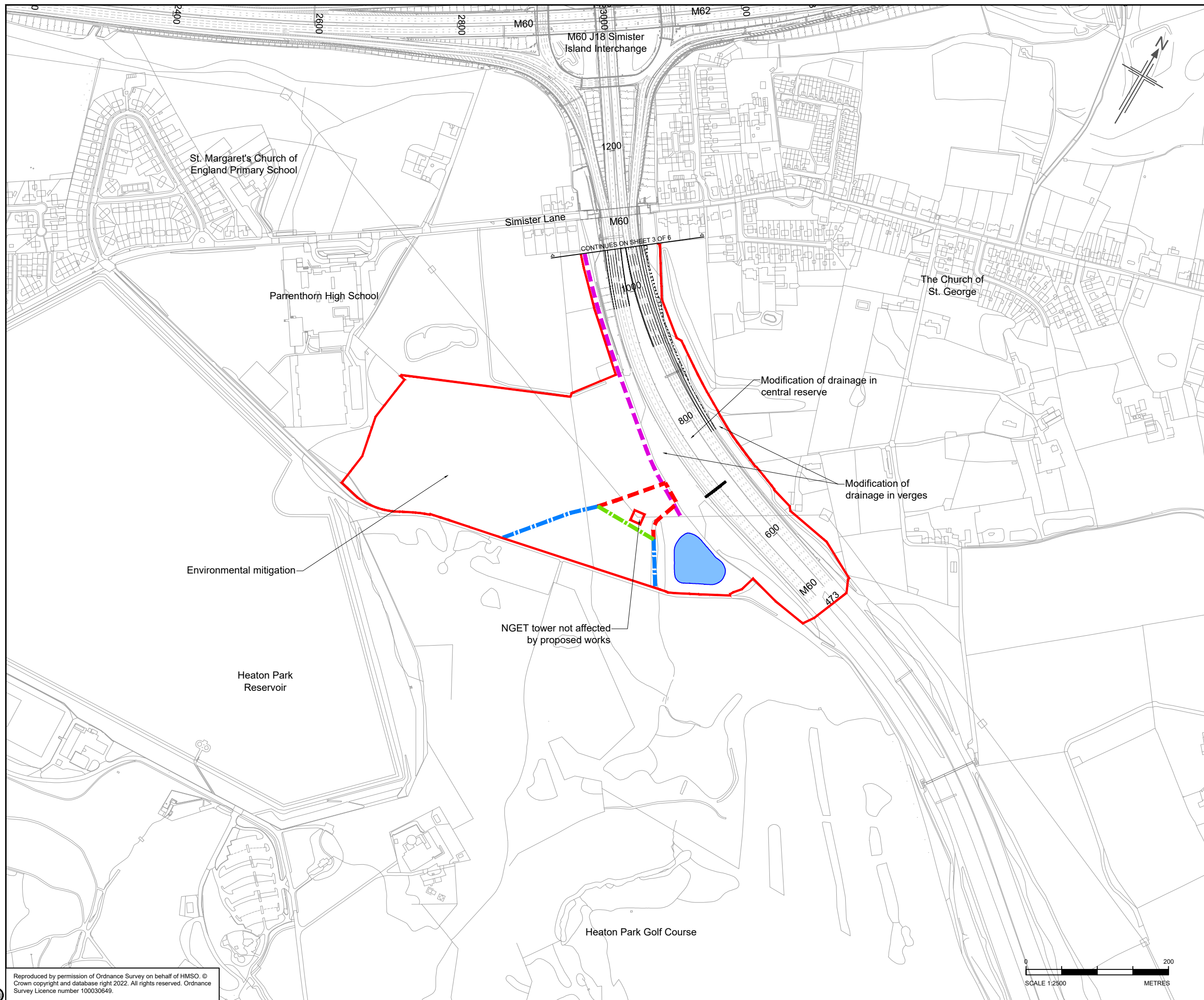
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P01	13/12/21	S2 - SUITABLE FOR INFORMATION	RB	TA	AP	AP
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Contractor: Designer:

1 City Walk, Leeds, LS11 9DX
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Project: REGIONAL DELIVERY PARTNERSHIP
M60/M62/M66 SIMISTER ISLAND INTERCHANGE

Drawing title: GENERAL ARRANGEMENT
SHEET 4 OF 6

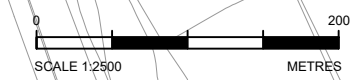
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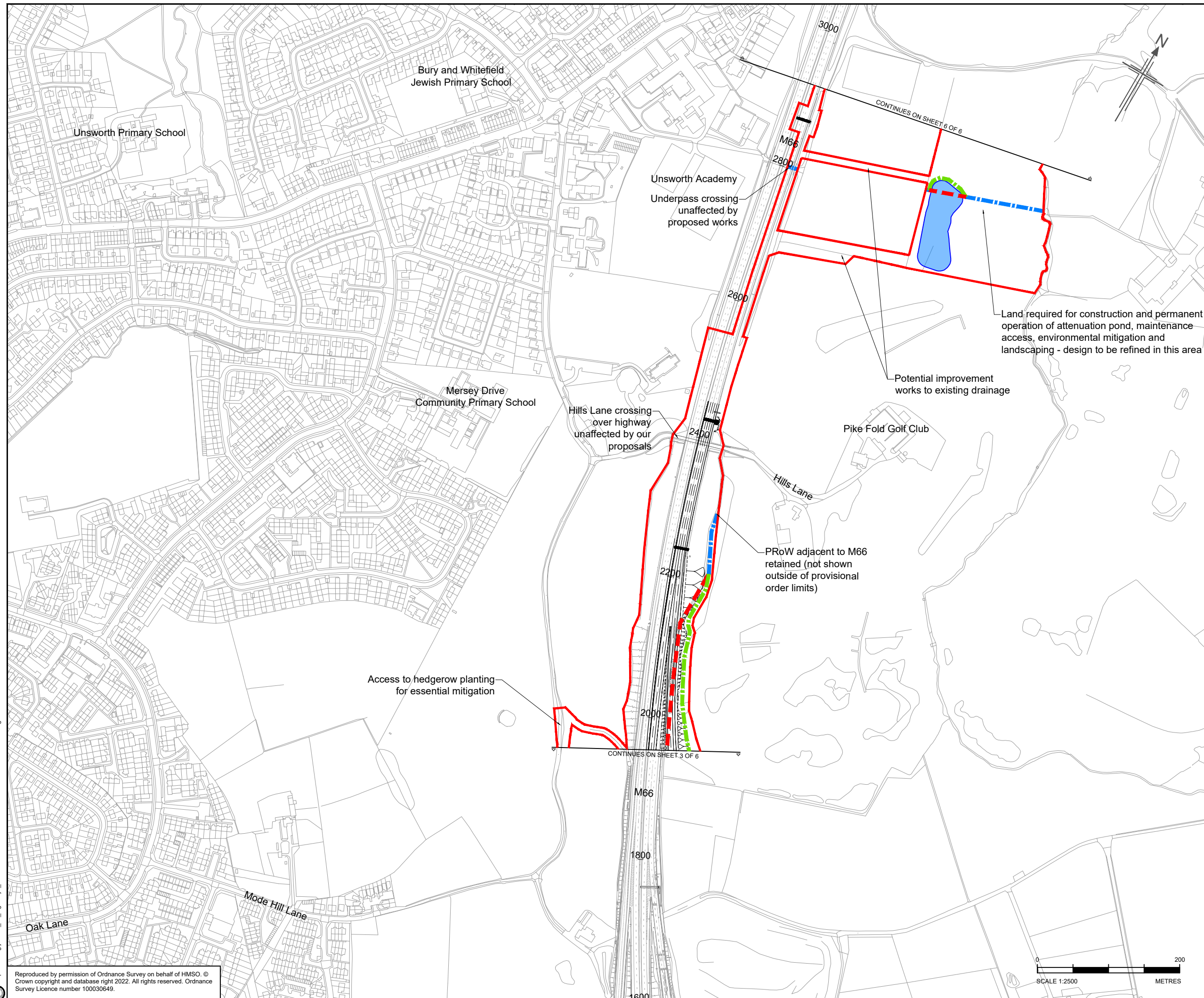
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Role		Number	
Number			

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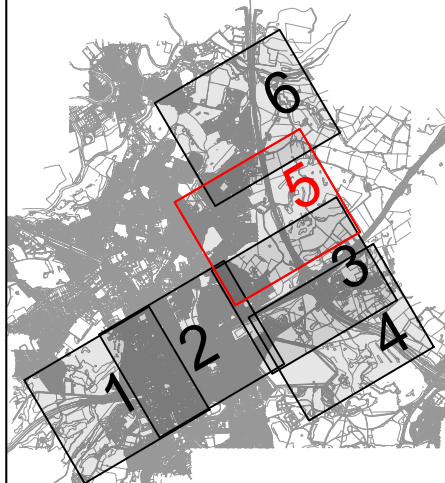
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- Legend**
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 - Gantry Locations
 - Provisional Order Limits
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KEY PLAN
NOT TO SCALE



P01	13/12/21	S2 - SUITABLE FOR INFORMATION	RB	TA	AP	AP
P02	24/02/22	SUITABLE FOR STAGE APPROVAL	OD	TA	AP	AP
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Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Apprv'd

Contractor: **Jacobs**

Client:

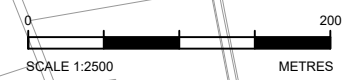
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M60/M62/M66 SIMISTER ISLAND INTERCHANGE**

Drawing title: **GENERAL ARRANGEMENT
SHEET 5 OF 6**

Drawing status: **S2 - SUITABLE FOR INFORMATION**

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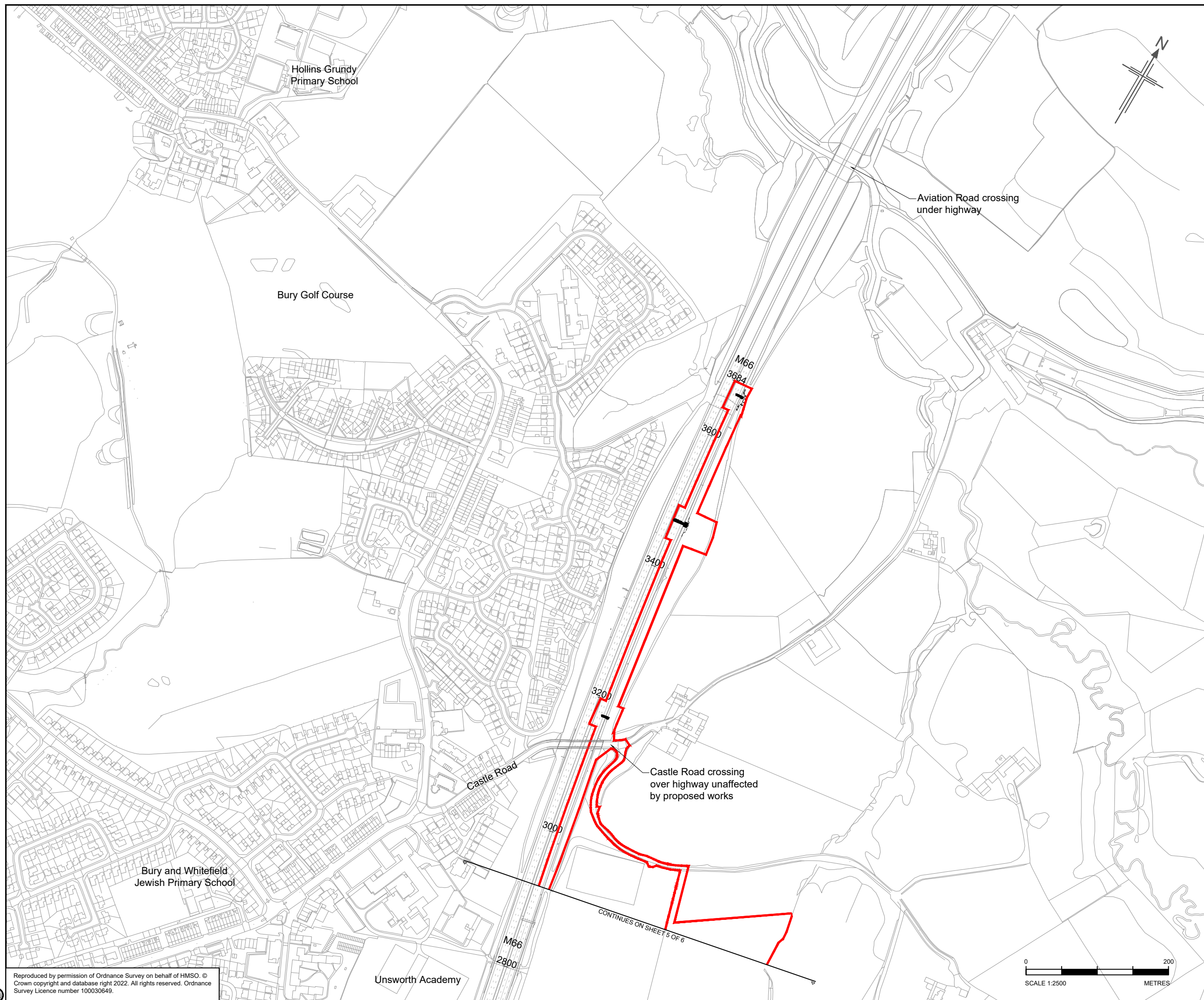
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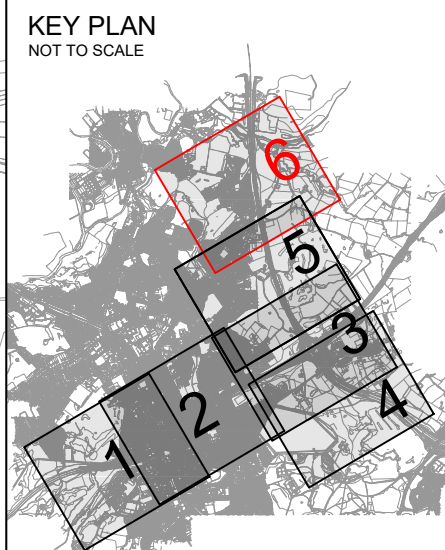
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 - 1400 Design Chainage



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Drawing title: GENERAL ARRANGEMENT
SHEET 6 OF 6

Drawing status: S2 - SUITABLE FOR INFORMATION

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Scale	1:2500@A1	Rev	P03
Jacobs No.	HE548642		
Client no.	HE548642		

Drawing number: HE548642 - JAC - GEN - DR-ZH-0013
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 Volume: GEN

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L.9 Map Book 2 – Land Use Plans – February 2023

M60/M62/M66 Simister Island Interchange

Map Book 2 – Land Use Plans

M60/M62/M66 Simister Island Interchange scheme map books

The two map books prepared for this statutory consultation contain plans of the proposed scheme under the following headings:

- Map book 1: General arrangements (layout plans)
- Map book 2: Land use plans

These plans show the proposed scheme in detail to help the viewer better understand the proposals.

The plans run from junction 17 (Whitefield interchange) to junction 18 (Simister Island interchange) on the M60/M62 and from south of junction 18 on the M60 to south of junction 3 (Pilsworth Interchange) of the M66. Identically numbered sheets in the different map books show the same area. For example, in map book 1, sheet 1 shows the layout around junction 17, and in map book 2, sheet 1 shows the land use around junction 17. This principle applies across all the map book 1 and map book 2 sheets.

Map book 1: General arrangements

The general arrangements show the layout of the proposed scheme, including:

- Permanent works, new roads, earthworks, indicative drainage ponds
- Provisional order limits (also known as the red line boundary)
- Existing and proposed public rights of way

Map book 2: Land use plans

The land use plans show the areas where we are seeking powers to acquire land and rights permanently. They also show the land we require for a temporary period to construct the proposed scheme.

Permanent Acquisition

Permanent acquisition of land or rights will be required for the route of the road, junction improvements, environmental mitigation and for associated structures like drainage ponds.

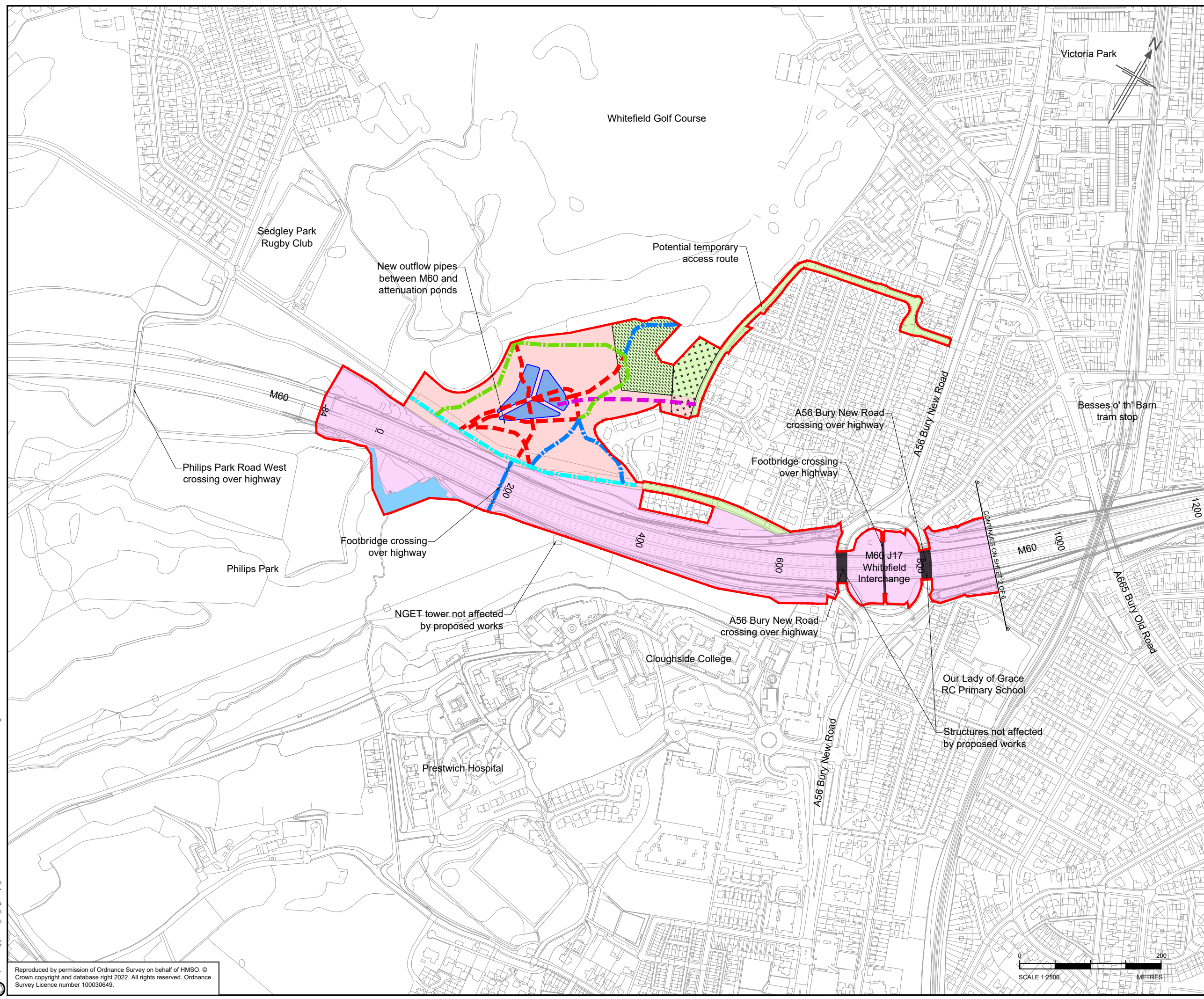
Permanent Rights

Land over which new permanent rights are required for construction and thereafter required for the creation of new permanent rights for example, to maintain the proposed scheme including the highway and associated apparatus, for rights of access or for rights to operate and maintain new statutory undertaker apparatus. It may also be required where existing rights need to be acquired, suspended, changed, or extinguished to construct and operate the proposed scheme.

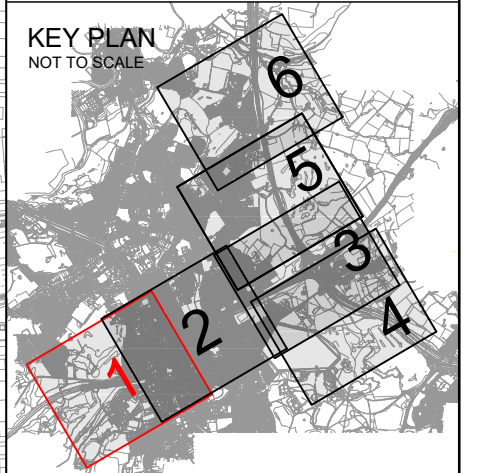
Temporary Possession

Temporary possession of land is required for the proposed scheme to be constructed safely. The plans show land that may be required temporarily for the main construction compounds at various locations. Additionally, temporary access over land to divert utilities such as gas pipelines, electricity cables and

water pipes will be required. Any land that is temporarily possessed will be reinstated and handed back to the owner once construction is complete.



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Drawing title: **LAND USE PLAN**
SHEET 1 OF 6

Drawing status: **S2 - SUITABLE FOR INFORMATION**

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Client no.	HE548642		

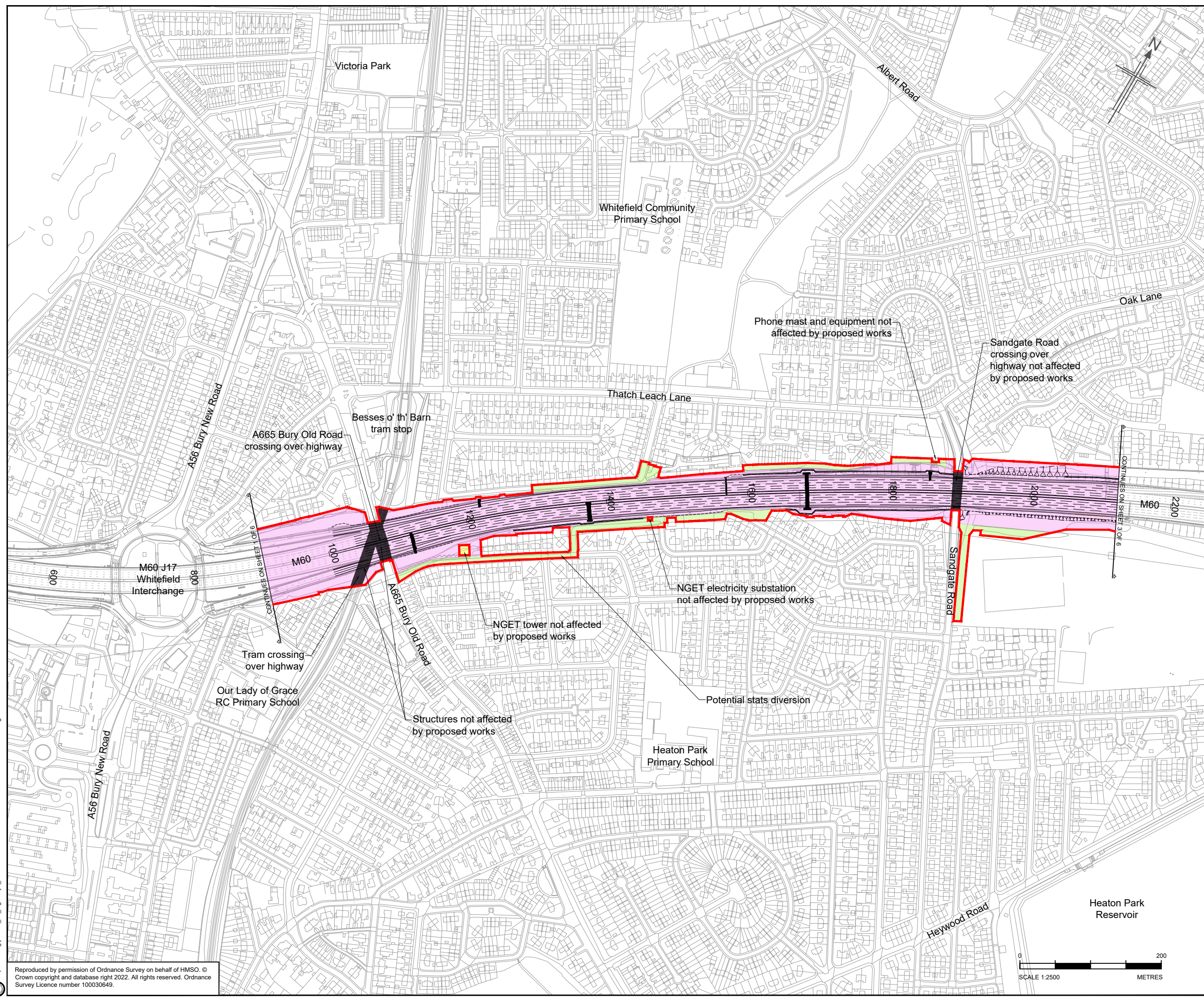
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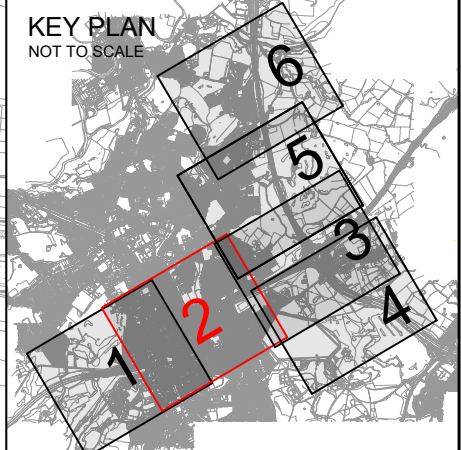
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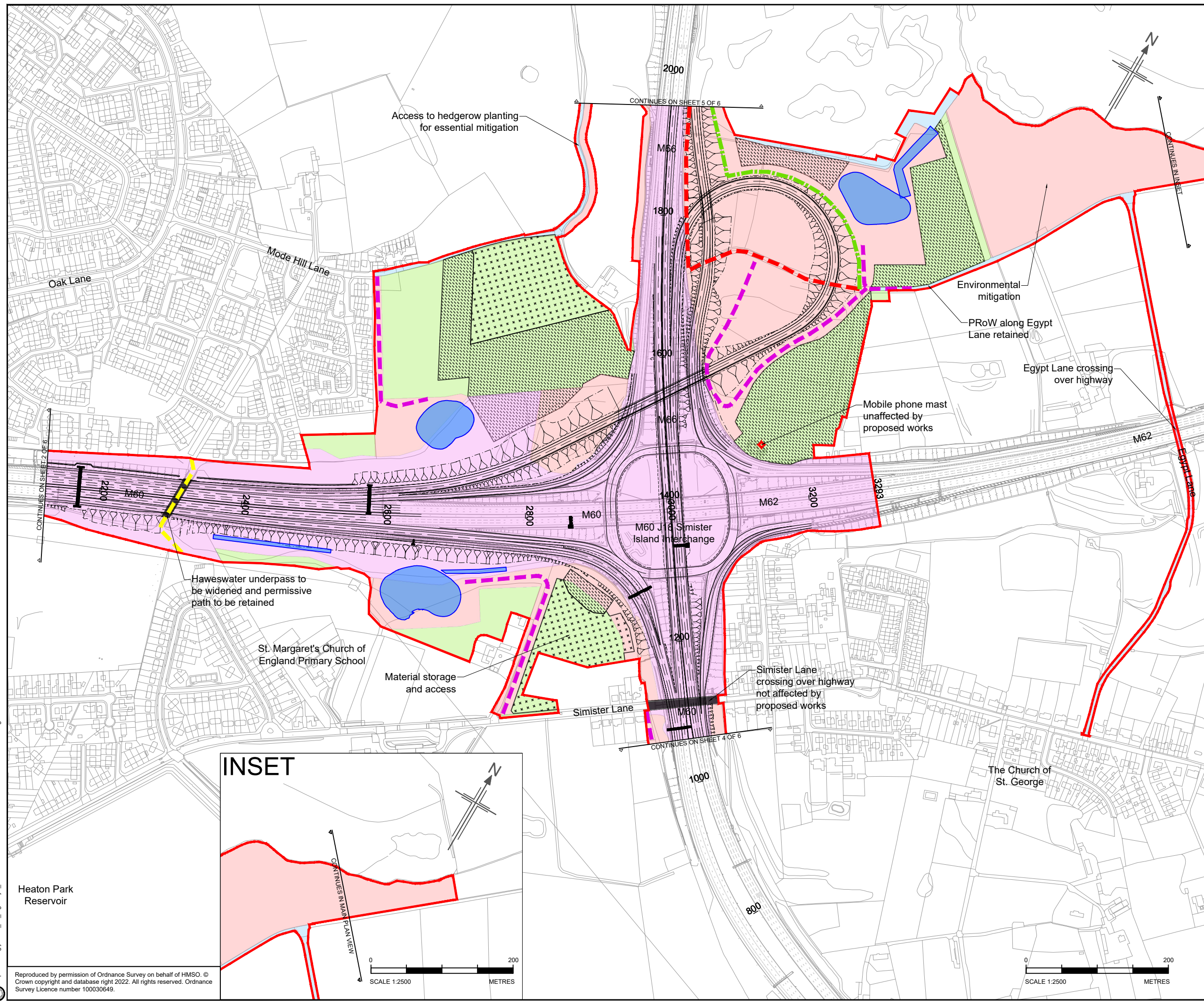
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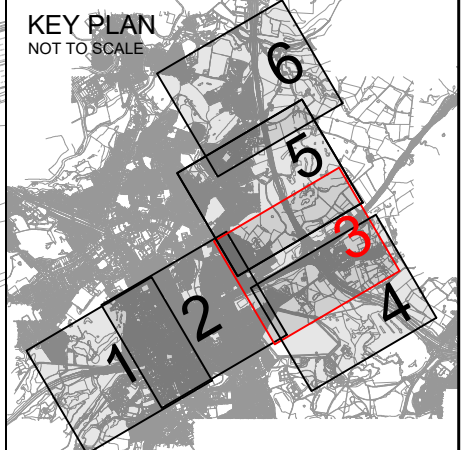


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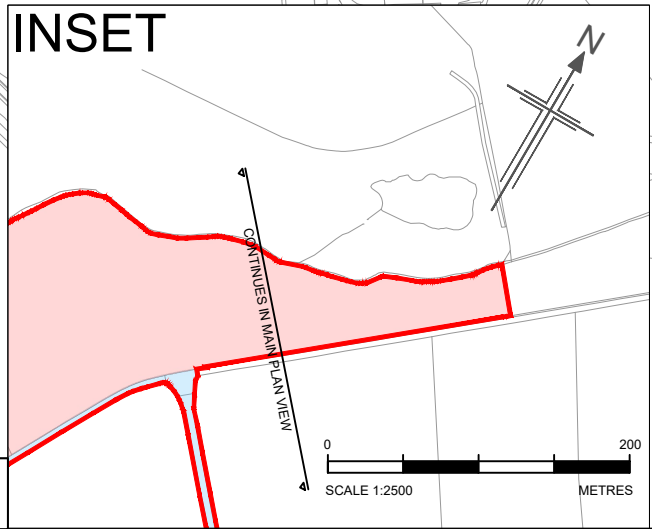
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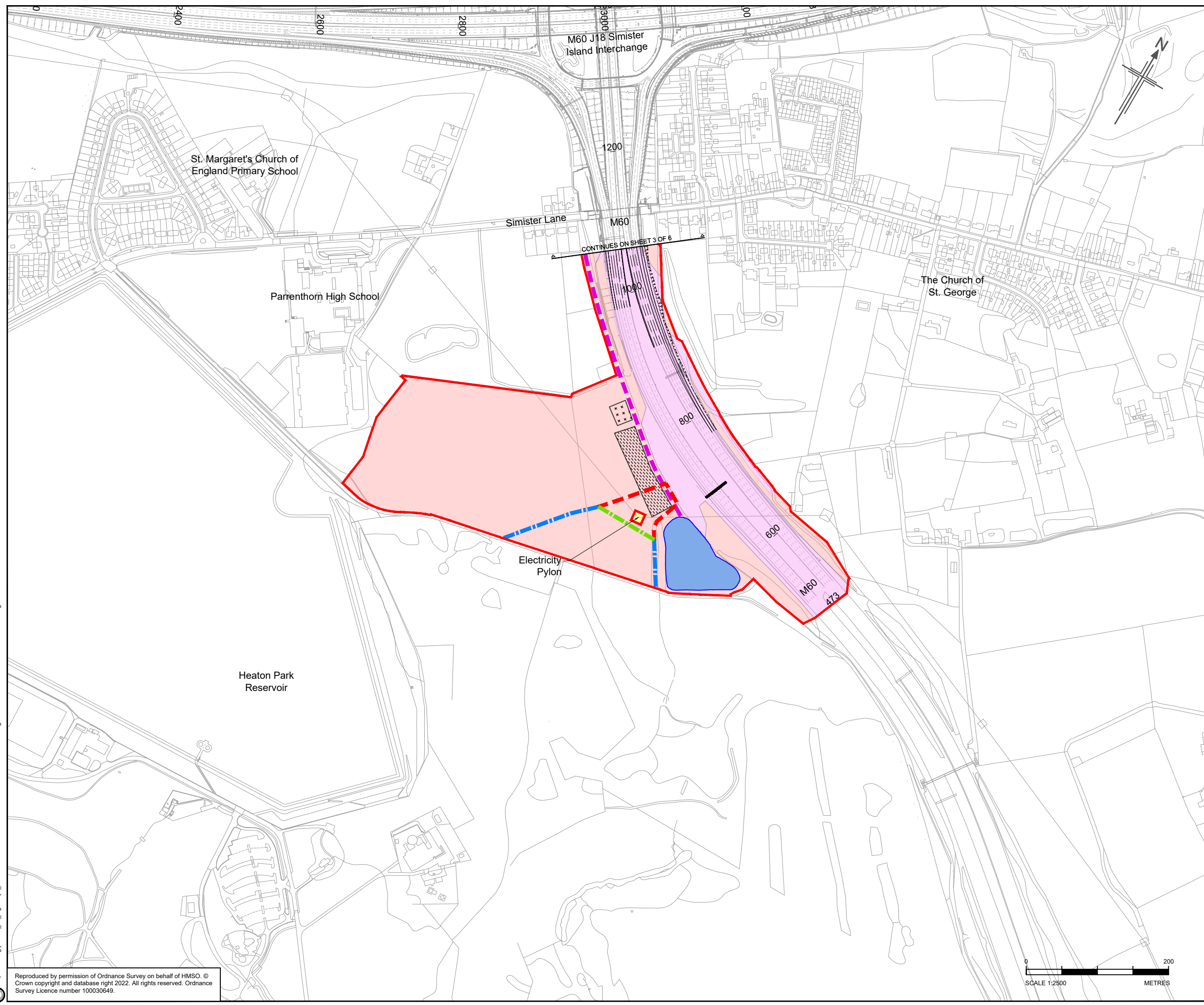
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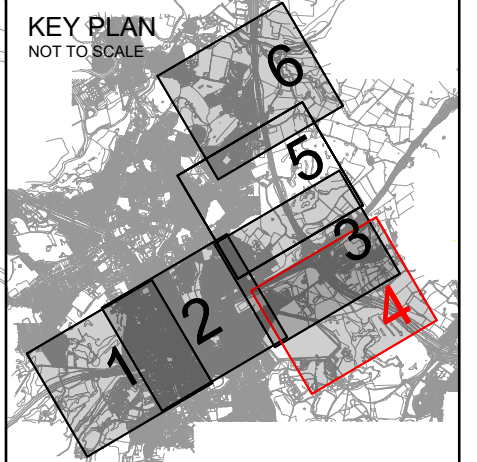
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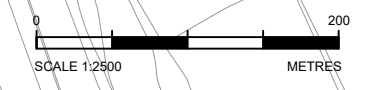
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SHEET 4 OF 6

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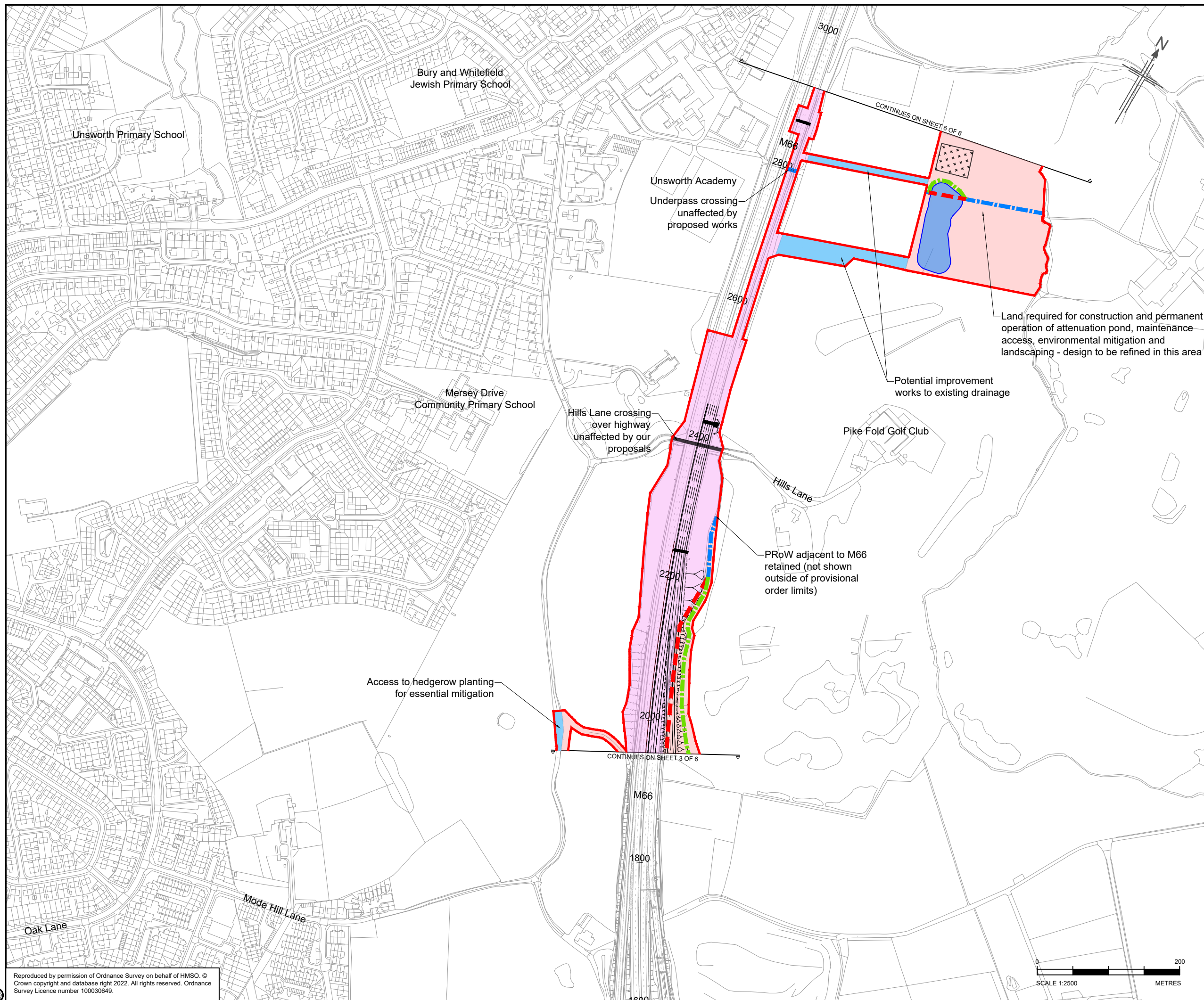
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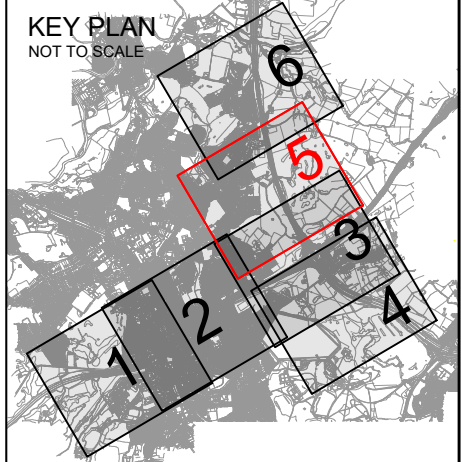
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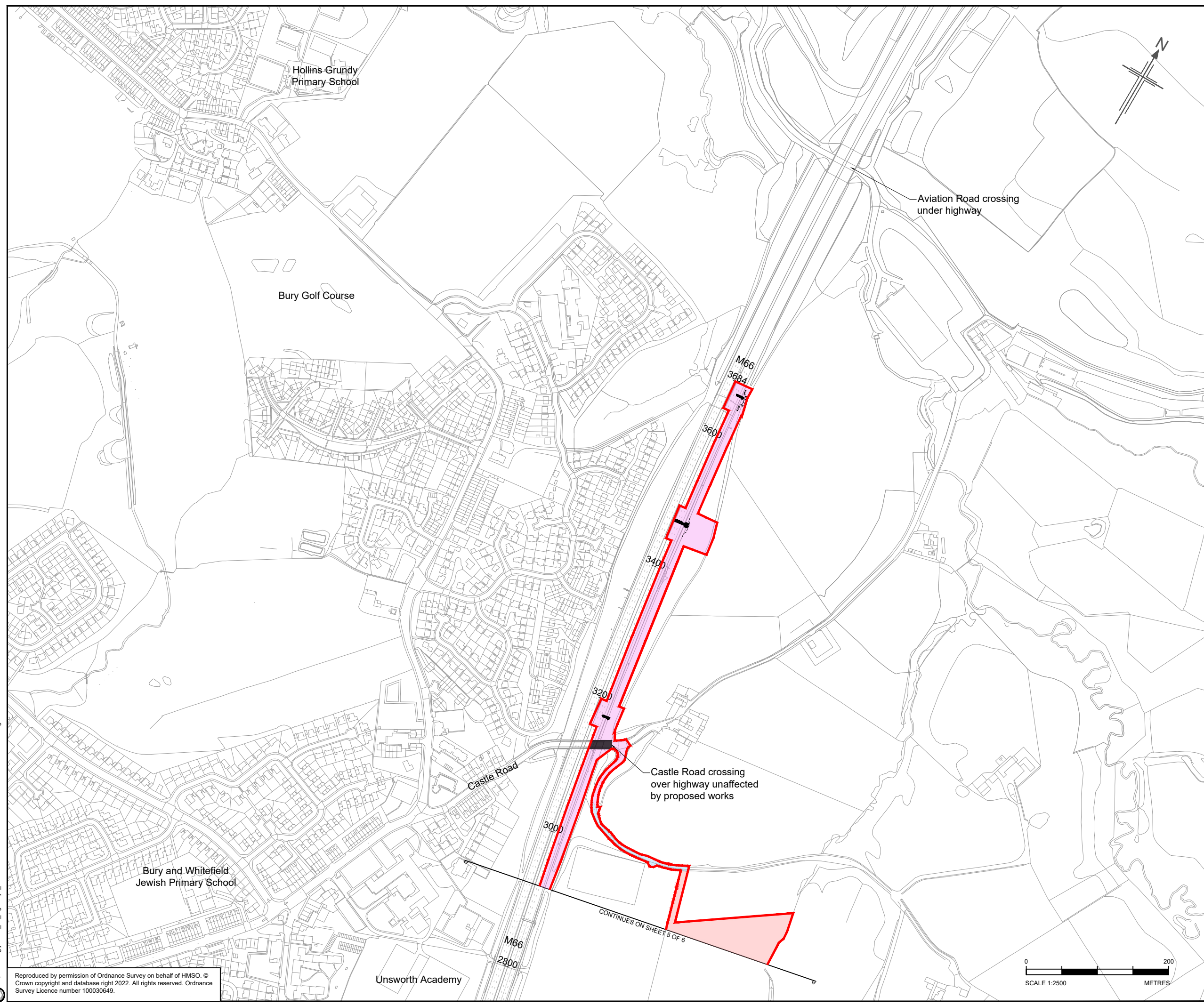
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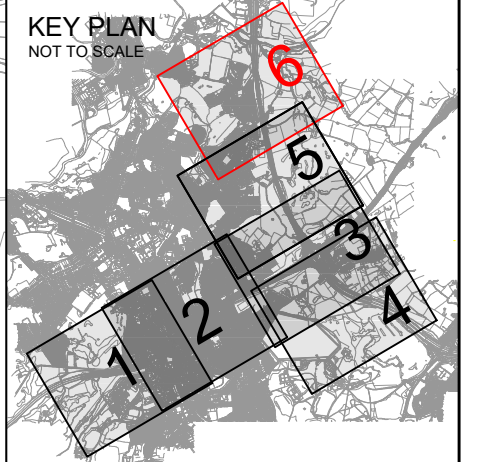
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L.10 Frequently Asked Questions (Long Version)

M60/M62/M66 Simister Island Interchange

Frequently Asked Questions

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1. The scheme

What is National Highways proposing to do at junction 18 of the M60?

Since announcing the Northern Loop as the preferred route in January 2021, we have been working to develop the design which will widen both the M60 and M66 to allow traffic to flow more freely.

A fifth lane will be added between M60 junctions 17 and 18 in both directions. A new hard shoulder will also be installed increasing current coverage in this section. This will be achieved by widening the carriageway whilst minimising the impact to residents and properties.

A new loop link road will also be built to allow traffic from M60 eastbound to join the M60 southbound (clockwise).

An improved two-lane link from the M60 northbound to the M60 westbound (anti-clockwise) will also replace the existing single lane link.

The M66 southbound would also be widened to 4 lanes as it passes through junction 18 to improve traffic flow.

You can find out more about the scheme, including the junction layout and slip road design, as well as any environmental mitigation measures, and arrangements for the construction stage of the scheme in our consultation brochure.

Why did National Highways choose the Northern Loop option instead of the Inner Links?

During the selection process for the preferred route, we considered several criteria. These included the scheme objectives: safety, benefits, costs, environmental effects, construction and feedback from the options consultation we held during summer 2020.

While both options would have met the scheme objectives, the Northern Loop will provide greater capacity improvements and journey time savings for road users when compared to the Inner Links. These benefits will therefore be felt for longer into the future, as predicted traffic levels continue to grow.

The Northern Loop was also widely supported during the options consultation, with over 67% of respondents preferring this option.

For more information about the previous options [consultation](#) and the [preferred route](#), please visit our dedicated scheme webpage: www.nationalhighways.co.uk/M60-Simister-Island

Why are you planning to improve Simister Island Interchange?

Simister Island is one of the busiest motorway junctions in the north-west used by around 90,000 vehicles each day, with traffic levels predicted to rise in the coming years it is important that the junction is future-proofed as soon as possible so that it continues to support Manchester city region's economy and local needs.

The junction struggles with high volumes of traffic above what it was designed for, and as a result suffers from congestion and poor journey time reliability. This impacts people's journeys into and around Greater Manchester and restricts economic growth due to the unsuitable motorway connections and delays to goods travelling around the county.

What work have you done to date?

In January 2021 the [preferred route](#) for the scheme was announced as the Northern Loop as it provides greater capacity improvements and journey time savings for road users. It was also widely supported during the options consultation in 2020, with over 67% of respondents preferring this option.

Since then, we have been developing the preliminary design for the scheme and have started a more detailed environmental impact assessment which gives information about the likely significant environmental effects of the scheme and the mitigation measures required to reduce these. This will be submitted in the form of an Environmental Statement as part of the Development Consent Order application in late 2023.

Why was the statutory consultation paused?

Since announcing the Northern Loop as the preferred route in January 2021, we have been working to develop the design. In January 2022 we paused the start of the statutory consultation as we identified further reviews were required. We are now in a position to present our updated designs at this statutory consultation.

Why have you changed the design since the Preferred Route Announcement?

The scheme is currently at the preliminary design stage. At this stage we work to develop the detail of the design, which can be influenced by changes in statutory guidance, stakeholder feedback or environmental surveys. Any changes we have made to the design since the Preferred Route Announcement will be discussed during the statutory consultation, where you will have an opportunity to provide further comments and feedback.

Have you implemented any of the design changes stakeholders suggested in Stage 2?

We have reviewed and considered all of the comments received during the previous options consultation, including those which related to design changes of the Northern Loop after it was announced as the preferred route in January 2021.

A number of the design suggestions were not feasible requiring additional land take or did not meet the current design standards. However, a suggestion to utilise the space on the existing free flow link from the M60 northbound to the M60 westbound (anti-clockwise) to create a second lane instead of building a new separate free flow link was investigated and implemented. This update has reduced the amount of land take required, will increase driver visibility and has allowed us to retain the existing gantries on the free flow link.

Respondents also highlighted the need to make sure drivers were in the correct lanes, requesting good signage and lane design. We have reviewed our design and identified opportunities to encourage better lane discipline, including separating the diverge and merge lanes using hatching and ensuring that the schemes signs are in line with the latest highways guidance. We will continue to refine our signage strategy as the scheme design progresses.

The design also now includes a hard shoulder which will improve the current coverage between junction 17 and 18 of the M60.

What stage is the scheme at now?

The scheme is currently at the preliminary design stage. This is the stage after the options selection and announcement of the preferred option. An Environmental Statement will be produced, which gives information about the likely significant environmental effects of the scheme and the mitigation measures required to reduce these.

As part of the preliminary design stage, in line with the Planning Act 2008, the statutory consultation is being held from 15 February to 28 March 2023. Responses will be used to shape the development of the preliminary scheme design, environmental mitigation and arrangements for the construction stage where appropriate.

An application for a Development Consent Order (DCO) will be submitted to the Planning Inspectorate in late 2023, with the outcome expected in summer 2025.

How did you identify and select the options?

In January 2021 we identified the Northern Loop as the preferred option for the scheme. This followed an extensive options identification and assessment process

which initially identified five options for the scheme. These options were compared against the scheme objectives and assessed other factors such as value for money, which resulted in two options, the Northern Loop and Inner Links being taken forward for options consultation in 2020.

These two options were assessed using several criteria, including the scheme objectives, safety, benefits, costs, environmental effects, construction and feedback from the options consultation. The Northern Loop was chosen as the preferred option as it provided greater capacity improvements and journey time savings for road users and was also widely supported during the options consultation in 2020, with over 67% of respondents preferring this option.

Since then, we have been working on the preliminary design of the scheme.

What have you done since stage 2 in terms of environmental investigations?

We have begun a more detailed environmental impact assessment of the scheme. These will initially be combined in a document known as a Preliminary Environmental Information Report (PEIR) and a non-technical summary (NTS) and will form part of the material published during the statutory consultation. A summary of information on the findings of this assessment is presented in the consultation brochure. A full environmental impact assessment will be submitted as part of the DCO application in late 2023 in the form of an Environmental Statement.

Mitigation measures to reduce the negative impacts as a result of the scheme, such as landscaping, tree planting and noise barriers will be identified and set out within the Environmental Statement.

What have you done since stage 2 in terms of stakeholder engagement?

An options consultation was carried out in summer 2020, which asked stakeholders their views on the two proposed route options for the scheme with a view of selecting a preferred option. The Northern Loop was identified as the preferred route option in January 2021.

In the lead up to this statutory consultation, we have engaged with stakeholders such as local authorities and Transport for Greater Manchester.

We will continue to engage with stakeholders and community groups throughout this statutory consultation, which asks stakeholders for their views on the scheme design, environmental mitigation measures and arrangements for the construction stage.

What have you done since stage 2 in terms of traffic modelling?

We continue to develop our detailed traffic model to forecast future changes in traffic flows and conditions at the junction. Data from the models will be used to inform the

preliminary design of the Northern Loop and to assess the impact of the scheme on traffic flows, journey times and the economy. The model is being developed in accordance with national guidance using observed traffic count data, journey time data and mobile phone trip pattern data. A transport assessment will form part of the Development Consent Order application.

What other options were considered and why were these discounted?

We started by identifying individual design elements, that we combined to form five options (A to E). We then looked at the five options against the scheme objectives and assessed other factors such as value for money. After these assessments, options B and D were discounted outright because when compared to the others, they were:

- not as effective at improving journey times or congestion at the junction
- likely to have a more significant environmental impact
- more difficult to construct without adversely impacting road users and safety
- more expensive, without offering as many benefits

One option (Option E) which consisted of a new free-flow link from the M60 northbound to the M60 westbound was incorporated into both remaining options (A and C), which were then refined to become the Northern Loop and Inner Links.

The two options were assessed and in January 2021 the preferred route for the scheme was announced as the Northern Loop. The scheme provides greater capacity improvements and journey time savings for road users and was also widely supported during the options consultation in 2020, with over 67% of respondents preferring this option.

Why have you added the ponds to the scheme/what are they for?

Since announcing the Northern Loop as the preferred option in January 2021, we have been working to refine the preliminary design. As part of this work we have identified the need to incorporate additional drainage mitigation to ensure the scheme does not adversely affect the watercourses or water quality within the area.

They will also allow us to mitigate the flood risk within the area, which would otherwise increase, due to the additional rainfall forecast in the medium- to long-term due to climate change, as well as the increase in impermeable ground surfaces as a result of the scheme. These mitigation measures include creating attenuation ponds for the surface water to flow into before being directed into existing watercourses.

The following attenuation ponds will be created:

- Pond 1 - Land north east of Simister Island Interchange adjacent to Northern Loop
- Pond 2– Land north of Simister Island Interchange, to the east of the M66

- Pond 4 - Land south west of Simister Island Interchange, west of the M60
- Pond 5 - Land south of Simister Island Interchange to the west of the M60
- Pond 6 – Land south of Whitefield golf course to the north of the M60
- Pond 7 - Land north west of Simister Island Interchange, to the north of the M60

Why are there so many ponds?

The scheme covers a large area and several water catchments (also known as networks). The pond reference number relates to the numbered drainage network which flows into the pond(s). Our water quality and drainage assessments have shown that we will require 6 ponds to ensure the scheme does not adversely affect the local watercourses or water quality within the area. The ponds will also reduce the risk of surface water flooding on the motorway and surrounding land by providing temporary storage and the subsequent controlled release of additional rainfall which is forecast in the medium - to long-term due to climate change.

Why are the pond numbers all different/not in order?

There are a large number of drainage networks that cover the scheme. The pond numbers relate to the particular drainage network which flows into the pond(s).

Why is Pond 6 so far away?

Our drainage assessments have shown that due to the topography of the land a number of the watercourses and water catchment areas flow towards the land between Whitefield golf course and the M60. The attenuation ponds in this area are required to ensure that the scheme does not adversely affect the local watercourses or water quality within this area, or increase the risk of flooding.

Why does the scheme now include land between Whitefield Golf Course and the M60?

Our drainage assessments have shown that due to the topography of the land a number of the watercourses and water catchment areas flow towards the land between Whitefield golf course and the M60. The attenuation ponds are required to ensure that the scheme does not adversely affect the local watercourses or water quality within this area, or increase the risk of flooding.

Who are Jacobs and Costain?

Jacobs and Costain were appointed by National Highways and are working in partnership as CJP (Costain Jacobs Partnership) to deliver the design and construction of the scheme.

2. Public consultation

What is the purpose of this statutory public consultation?

This statutory consultation forms part of our preparation for the Development Consent Order (DCO) application, which is essentially our planning permission. It is being held to seek your views on the changes made to the design since the preferred route was announced as well as seeking views on the proposed environmental mitigation measures and arrangements for the construction stage of the scheme. Your feedback and comments will help us to shape our proposal for the DCO application.

How long is the consultation period?

The statutory consultation period will last for 41 days, starting on 15 February and closing at 11:59pm on 28 March 2023.

How are events being advertised?

A press notice advertising the start of the consultation was issued to local media. Statutory notices, required under the Planning Act 2008, were also issued to local and national newspapers; and National Highways Twitter and Facebook accounts will publicise the consultation. Properties located within the distribution boundary will receive either a brochure/ response form and FAQ or a postcard informing them of the consultation.

Information regarding the scheme is also available at the deposit point locations identified within the Statement of Community Consultation (SoCC) and scheme brochure. The SoCC has been developed in consultation with local authorities and is available on the scheme website during the statutory consultation period.

Are you holding public events and if I can't/don't want to attend how can I speak to the project team?

We will hold consultation events at local venues including:

- Parrenthorn High School, Tuesday 21 February 2023, 11am to 7pm, Heywood Road, Prestwich, Greater Manchester, M25 2BW

- Our Lady of Grace Hall, Saturday 11 March 2023, 10am to 4pm, 11 Fairfax Road, Prestwich, Manchester, M25 1AS
- Unsworth Cricket Club, Monday 20 March 2023, 12pm to 8pm, The Pavilion, Pole Lane, Bury, BL9 8QL

You can speak to a member of the project team during one of our telephone consultation events by calling 0808 196 4502 during the following dates and times:

- Saturday 4 March 2023, 11am – 4pm
- Tuesday 7 March 2023, 11am – 7pm
- Thursday 23 March 2023, 11am – 7pm

Calls cost standard rates.

We'll also be holding online webinars, during the following dates and times:

- Thursday 23 February 2023, 1pm to 3pm
- Wednesday 15 March 2023, 5pm to 7pm

How can I respond?

You can respond online by completing the consultation response form at:

www.nationalhighways.co.uk/M60-Simister-Island

You can also respond by completing a paper copy of the consultation response form and returning it using the freepost address: **Freepost M60 J18 SIMISTER ISLAND.**

Simply put the completed response form in an envelope with the freepost address written on the front and put it in your local post box. There is no need to use a stamp.

All responses must be received by 11:59pm on 28 March 2023. Responses received after this date may not be considered.

What information is available about the scheme during the consultation process?

The consultation brochure provides a detailed overview of the scheme and the consultation process. The brochure also includes a summary of the benefits and potential impacts of the scheme. The Preliminary Environmental Information Report (PEIR) and a non-technical summary (NTS) will also be available. The PEIR and NTS will set out the likely environmental effects of the scheme to allow an informed response.

The brochure, PEIR and NTS will be available on the scheme webpage and from deposit locations. You can find out more information about the scheme on our webpage, including our Statement of Community Consultation (SoCC) document.

I haven't received a brochure; how do I get one?

We have delivered our consultation brochure to homes and businesses within the consultation area.

If you have not received a brochure you can request one by contacting the project team by phone or email:

Phone: **0300 123 5000**

Email: M60J18SimisterIslandInterchange@nationalhighways.co.uk

Alternatively, you can visit one of our deposit locations where you can find out more information and pick up a copy of the brochure and FAQ document. You can also visit the scheme webpage and download a copy: www.nationalhighways.co.uk/M60-Simister-Island.

Are consultation documents available in alternative languages and formats?

Yes. If you require a copy in a different language or format, such as larger font, please contact the team on the details below and we will help you.

Email: M60J18SimisterIslandinterchange@nationalhighways.co.uk

Phone: 0300 123 5000

How will my feedback influence the design?

The feedback and comments you provide will help us to understand the local area better as well as any potential impacts and community concerns.

All responses received during the consultation will be recorded and analysed. Detailed analysis will allow us to understand the issues and concerns raised by all our stakeholders and how these can be addressed.

Where it is possible to do so, we will use your feedback to develop the preliminary scheme design or to identify ways to address concerns about the impacts of the scheme, including environmental effects. Under the Planning Act 2008 we are required to demonstrate how we have considered your response, and this will be set out in the Consultation Report which will be submitted with the Development Consent Order application.

How will responses be analysed?

Responses received during the consultation will be recorded and analysed. The content of each response will be categorised and broken down by sentiment and into themes, helping us understand your comments and why you have made them. Where it is possible to do so, we will use your feedback to help influence the

development of the preliminary scheme design or to help identify ways to address concerns about the impacts of the scheme, including environmental effects.

We will summarise our findings in our consultation report and will explain the analysis and how it has influenced our proposals.

Will the results of the statutory consultation be published?

All responses will be analysed then summarised within a Consultation Report. The Consultation Report will be published as part of the Development Consent Order application and will be made available in a digital format on our webpage. Paper copies will also be available upon request via the contact details provided.

How can I be kept informed?

To be kept informed on how the scheme is progressing sign up to our email distribution list via the scheme website: www.nationalhighways.co.uk/M60-Simister-Island

We will also be publicising the scheme on our social media sites: Twitter @HighwaysNWest and on our National Highways Facebook page National Highways: North-West.

Where can I see the responses to the consultation?

We will analyse submissions received during the consultation period and publish a Consultation Report. The Consultation Report will form part of the documents submitted to the Secretary of State for Transport via the Planning Inspectorate as part of the Development Consent Order application and will be made available in a digital format on our webpage.

3. Cost and delivery

You have given such a wide range for how much the scheme will cost. What will the final figure be?

The scheme is still at an early stage of the preliminary design phase and we are therefore still developing the design. However, we are currently carrying out ground investigations and more detailed environmental surveys which will help us to refine the cost estimate further and reduce this cost range.

Why has the scheme's cost range changed?

As a project progresses through different stages of development, the cost range estimate is subject to change due to many variables including inflation and changes to elements of a proposed scheme.

Since announcing our preferred route announcement (PRA) in January 2021 we've been refining the design of the scheme, working closely with our supply chain. The development of the project has resulted in a number of changes to the initial PRA, which include:

- Improving the drainage system to mitigate flooding risks
- Extending the scheme area to accommodate new water catchment ponds and gantries
- Installing a new hard shoulder between junction 17 and 18 of the M60
- Creating two lanes from the existing single free-flow lane by utilising additional space at the side of the carriageway
- Realigning the M60 junction 18 slip road from the M66 southbound to accommodate the loop
- Building a new bridge to allow the realigned M66 slip road to pass over the new Northern Loop

The cost range for the scheme is £207 million to £340 million, this includes all costs such as design and development, land, diversion of utilities and the costs for the construction of the scheme.

We have made prudent provision for a range of uncertainties during the design process. As a result of this, inflation is not currently a cause for delaying or rescheduling our scheme.

However, we continue to monitor the risks of sustained inflation to deliverability and maintaining value for money for the taxpayer, while delivering improvements to this extremely busy stretch of our road network.

Has the scheme been funded?

In March 2020, the Government published the second Road Investment Strategy (RIS 2) which committed to investing £27.4 billion in the strategic road network. Plans to improve Simister Island Interchange between the M62, M60 and M66 were included as part of this strategy and funding. The scheme will be constructed as part of the governments third RIS (RIS 3) which runs from 2025 to 2030.

Although committed, the scheme is still subject to a successful outcome of the Development Consent Order (DCO) process.

How long will it take to deliver?

The preferred route was announced in January 2021. The scheme is now in its preliminary design stage and the Development Consent Order application will be submitted to the Secretary of State for Transport via the Planning Inspectorate in late 2023. This process usually takes around 18 months, followed by preparations for construction. Main works are currently expected to start construction in late 2025, and to take around three years to complete.

More information on the statutory process for schemes like this can be found in the consultation brochure, together with the anticipated timescales and next steps for this scheme. The [National Infrastructure Planning](https://nationalinfrastructureplanning.org.uk) website has a lot of detailed information and advice notes: <https://infrastructure.planninginspectorate.gov.uk/>

Why is it taking so long to build?

We would expect to start on site late 2025 and take around three years to build the scheme. The estimated time taken for construction is informed by the scheme's complexity, proximity to residential areas and the need to keep the motorways running.

4. Benefits of the scheme

How will this improve traffic flow?

The scheme aims to create extra capacity at Simister Island Interchange, easing the flow through it, reducing the likelihood of tailbacks and queues and shortening journey times by up to 50% for traffic moving through the junction.

The Northern Loop option will achieve improved traffic flows and journey times by transferring one of the movements through the junction (M60 clockwise, eastbound to southbound) onto a new free-flow link. This leaves more capacity for the traffic using the roundabout.

The widened carriageway between junctions 17 and 18 of the M60 will allow traffic to merge onto and leave the motorway more efficiently. This is because traffic joining junction 17 and leaving at junction 18, and vice versa, will no longer have to change lanes.

How will this benefit local communities, including residents and businesses?

Creating extra capacity at the junction and between the M60 junctions 17 and 18 will allow a smoother traffic flow between the M60, M62 and M66, which will reduce congestion and deliver shorter, more reliable journey times. The scheme will support and enable economic growth in the area by improving connectivity and access for the local community and businesses to local facilities, employment opportunities and customers.

What will be the impact of not improving the Simister Island Interchange?

Volumes of traffic are expected to increase, especially as planned development, such as that associated with the 'Places for Everyone' plan which aims to develop a long-term proposal for jobs, new homes and sustainable growth in the area is delivered. If no improvement is made at Simister Island Interchange congestion is likely to get worse. Queues at the junction are likely to lengthen, journey times will get longer and less reliable, and accident rates are expected to increase. All this will impact the local and regional economy.

5. Environment

When will the Environmental Statement be produced and how do I comment on it?

The Environmental Impact Assessment and Environmental Statement will be published as part of the Development Consent Order application for the consent required to build, maintain and operate the scheme and will be made available in a digital format on our webpage and at deposit point locations

How have you assessed any environmental impacts and what will you do to mitigate these?

Potential environmental impacts will be identified and assessed through the Environmental Impact Assessment process and will be set out in the Environmental Statement. The Environmental Statement gives information about the likely significant environmental effects of the scheme and the mitigation measures that would be implemented to reduce these.

6. Noise and air quality

What air quality monitoring has been done to date?

To understand the effect our scheme will have on air quality, our environmental specialists have developed an air quality model, based on best practice guidance, to predict the impact when the scheme opens for traffic. Due to technological improvements in vehicles in the future, that air pollutant concentrations should reduce over time, meaning that the opening year is likely to be the worst case year.

We have used local authority, Transport for Greater Manchester, National Highways and national monitoring data to understand the air quality within the area of the scheme. We have also undertaken an air quality scheme specific monitoring survey at locations around the scheme which took place over a six-month period in 2021.

We have completed assessments as part of the Preliminary Environmental Information Report, which currently show that the risk of exceeding air quality limits (or objectives) in the area near to the scheme is low, however where required measures to mitigate these effects will be introduced. Any temporary effects from construction would be controlled by measures such as suppression of construction dust using water sprays and wheel washing. The proposed mitigation measures will be explained further in the Environmental Management Plan (EMP), which will be submitted as part of our Development Consent Order application.

What noise monitoring has been done to date?

Noise measurement surveys have been carried out in October and November 2021 at five locations to establish the noise baseline. The noise measurement results are reported in the Preliminary Environmental Information Report.

The scheme area covers four noise important areas to the north of Manchester, with the potential to affect two which are next to the scheme on the local road network north of M60 junction 17.

To understand the effect our scheme will have on noise, we will use traffic data and noise modelling software to predict any changes to road traffic noise levels created by the scheme in the future. Our assessment will follow established best practice guidance and British standards. For most properties close to the existing route our current modelling suggests there will be no significant increase in road traffic noise; however, for some residential properties there may be a significant increase.

Further information will be included in the Environmental Statement which will form part of the Development Consent Order application.

Where required we will introduce mitigation in our scheme design. For example, using a very low noise road surface on the affected parts of the M60 or noise barriers, which could include earth mounds, new or extended noise fencing or a combination of these. This mitigation is likely to reduce the effect of traffic noise. During construction measures like perimeter fencing will be included in our Environmental Management Plan.

Will there be more noise because of the scheme?

For most properties close to the existing route our current modelling suggests there will be no significant increase in road traffic noise; however, for some residential properties there may be a significant increase. Further information will be included in the Environmental Statement which will form part of the Development Consent Order application. We will be contacting any affected properties before publication of the Environmental Statement.

The construction phase is likely to result in higher noise and vibration levels during some phases of the works, but these would be temporary.

Where required we will introduce mitigation in our scheme design. This mitigation is likely to reduce the effect to non-significant.

Where required we will introduce mitigation in our scheme design. For example, using a very low noise road surface on the affected parts of the M60 or noise barriers, which could include earth mounds, new or extended noise fencing or a combination of these. This mitigation is likely to reduce the effect to non-significant. During construction measures like perimeter fencing will be included in our Environmental Management Plan.

Will there be a noise barrier near my house and if so, how high will it be?

There are currently six noise barriers in the scheme location. Some of these will be impacted as part of the amended design. We are currently modelling these to determine the height and length required to mitigate against any noise impacts.

7. Climate

Have you considered the climate?

The construction and operation of the scheme is not anticipated to result in a significant increase in greenhouse gas emissions, relative to UK carbon budgets. Whilst we have included carbon mitigation measures within the current scheme design, we will continue to assess the effect of the scheme on greenhouse gas emissions, and seek to reduce them, as the design is developed further.

Current standards state that “projects shall seek to minimise greenhouse gas emissions in all cases to contribute to the UK’s target for net reduction in carbon emissions”.

We will also make sure that the scheme is designed to be resilient to the impacts of climate change, for example increased rainfall, using the latest UK climate projections.

How will the scheme contribute towards net zero carbon emissions?

The scheme is implementing industry-recognised best practice to measure, manage and reduce carbon. We are still in the early design phases of the scheme, and therefore carbon reduction opportunities are still being identified. We are currently targeting a 30% reduction in embedded carbon (the total amount of greenhouse gases emitted in building the scheme) compared to a typical highway project using standard construction practices.

8. Habitats and protected species

Are there any protected animal species in the area? How will they be affected?

We have completed a review of existing habitats and are aware that there are protected species in the area including great crested newts, water voles, bats, breeding birds and reptiles.

Detailed surveys are currently being completed to assess the impact of the proposed scheme on both the species and habitats, with any mitigation measures required being identified.

We will work with Natural England to obtain any European protected species licenses required before the scheme commences construction.

What environmental surveys are being undertaken?

Ecological surveys started in winter 2020 and are ongoing. Surveys include habitat, breeding and wintering birds, great crested newts, badgers, otters, water voles and bats. We are also carrying out landscape surveys, noise surveys, air quality surveys, cultural heritage surveys and land use surveys.

These detailed surveys will allow us to assess the impact of the scheme on the environment with any mitigation measures required being identified.

9. Visual

Will the scheme increase visual impacts for residents living close to the motorway?

Those living close to Simister Island are likely to be able to see the loop structure or the new gantries, however once mitigation planting has established, visual impacts are likely to reduce.

Those using the local golf courses, public footpaths and bridleways will also be able to see the new features of the scheme, this is also likely to reduce once mitigation planting is established.

Which trees and hedges will be lost? Will they be replanted?

There will be some loss of trees and hedges as a result of the scheme, but we will aim to minimise vegetation loss and any loss will be replanted, either in the same location or as near as we can.

Have you undertaken a visual impact assessment?

We will investigate any visual impacts the new infrastructure has on the landscape and seek to reduce these by looking at the design, its location, height and the option to plant trees or shrubs. We will plant similar trees and shrubs to those already in the landscape. Details will be set out in the Environmental Statement to be submitted with the Development Consent Order application.

I have read about biodiversity net gain. Is this being proposed for the scheme? Would this mitigate against the visual impacts if being considered?

Biodiversity Net Gain is a way to improve a site's biodiversity value. The scheme will seek to maximise and enhance biodiversity where possible. Any visual impacts will be assessed as part of the Environmental Statement and mitigation put in place.

10. Flood Risk

Will the scheme affect flood risk where I live?

Increasing the footprint of the road will result in a greater amount of water flowing off the road when it rains. However, we will implement mitigation measures to ensure that this does not affect or increase the flood risk in the area.

11. People and communities

Will any public footpaths, cycleways or bridleways be impacted?

Two public rights of way, which currently run along the east side of the M66 southbound, would be diverted due to the construction of the Northern Loop and Pond 2. We would also realign a small number of footpaths on the land between Whitefield golf course and the M60 which would be affected by Pond 6. A small section of public right of way would also be diverted near to Pond 5, which is located west of the M60 and south of Simister Island Interchange.

Are there any provisions for walkers, cyclists and horse riders in the scheme design?

The junction connects three motorways and is not directly connected to local roads. As these are motorways there is no existing provision for walkers, cyclists and horse riders (WCH). As such, the Development Consent Order application does not include additional provision for WCH users.

The project team has, however, identified potential opportunities to use designated funds to improve the Haweswater underpass close to junction 18 of the M60, bringing it up to the standard of a cycleway and footpath, and connecting it to the local cycle network, and Old Hall Lane footbridge, south of the junction. Applications for designated funding to conduct feasibility studies have been submitted but there is no guarantee that funding to deliver the improvements would be secured.

12. Traffic

Will the road improvements generate more traffic?

Traffic is forecast to grow on the M60 and other parts of the motorway network in the surrounding area without the scheme.

The main effect of the improvements will be an improved capacity and the quicker flow of traffic through Simister Island and on the M60 between junction 17 and 18. Our assessment indicates that the improvements will result in slightly more traffic using the motorway network through the junction as a result of the scheme. The majority of this will be due to traffic using the motorway network over local roads, to take advantage of the quicker flowing network provided by the scheme.

What traffic modelling work has been done to date?

We continue to develop our detailed traffic model to forecast future changes in traffic flows and conditions at the junction. Data from the models will be used to inform the preliminary design of the Northern Loop and to assess the impact of the scheme on traffic flows, journey times and the economy. The model is being developed in accordance with national guidance using observed traffic count data, journey time data and mobile phone trip pattern data. A transport assessment will form part of the Development Consent Order application.

13. Safety

What impact will the scheme have on safety?

Ensuring safety for customers is the most important consideration for us as we continue to develop the design. The proposal will create a better flow of traffic and reduce queuing at the junction and back onto the M60, reducing the likelihood of incidents.

Will the M60 junction 18 scheme reduce accidents at the junction and between junctions 17 and 18 of the motorway?

Traffic modelling indicates that the risk of accidents at the junction will reduce as a result of the scheme. Ensuring safety for customers is the most important consideration for National Highways as we continue to develop the design.

We know that where traffic merges or changes lanes there is an increased risk of collisions. By introducing the additional fifth lane, traffic joining the M60 at one junction and leaving at the next (between junctions 17 to 18) will not have to change lanes as much. This will reduce the risk of collisions caused by changing lanes.

14. Effect on road users and residents during construction

How long will the scheme take to build?

The scheme is currently expected to start construction in 2025 and will take around three years to build.

Which companies will do the work?

A partnership between two companies, Costain and Jacobs will develop the design and construct the scheme.

What hours will you be working?

Alongside the design, we are developing a strategy for how the scheme will be built, this will include details about working hours. However we expect that some of the work will be carried out during the night and will at times require off-peak closures.

We will let you know in advance when work is planned to take place and will aim to minimise disruption during construction as much as possible. Where there are impacts, these will be mitigated appropriately.

Further details about construction and how any disruption will be minimised will be included within the consultation materials.

Will you be doing road works at night and at weekends?

Alongside the design, we are developing a strategy for how the scheme will be built, this will include details about working hours, however we expect that some of the work will be carried out during night-time closures and weekend work.

We aim to minimise disruption during construction as much as possible. Where there are impacts, these will be mitigated so far as reasonably practicable.

How loud will construction activities be?

We aim to minimise disruption during construction as much as possible. Where there are impacts, these will be mitigated appropriately.

Alongside the design, we are developing a strategy for how the scheme will be built. This will include details about potential impacts such as noise and vibration, dust and visual impact and how these will be mitigated.

Details about construction and an opportunity to comment will be part of the consultation process.

Will the scheme be constructed in phases?

Should the scheme be approved, it will be constructed in a single phase over an estimated three-year period between 2025 and 2028.

How will motorway traffic be affected during construction?

There will be some traffic disruption during the scheme's construction. Traffic management plans will be implemented, however where possible we will try to keep disruption to the current road network to a minimum. Where road closures are required, we will try to undertake these overnight or at weekends when traffic levels are lower. Diversions will be put in place and road users informed in advance.

We will develop a communications plan to ensure that stakeholders are kept informed. Details of any diversions or disruptions to traffic flow will be communicated to stakeholders through a variety of methods, these could include letter drops, newsletters, through the scheme's webpage and National Highways Twitter and Facebook accounts.

What are the typical construction activities involved in a scheme like this?

Typical construction activities include:

- Site clearance of vegetation, trees, hedges and existing infrastructure no longer needed such as paved areas, kerbs, drains, signs and structures
- Groundworks including the removal of topsoil and subsoil, excavation of cuttings and forming embankments. Materials will be moved on site via dump trucks or if required on the highway in road vehicles.
- Construction of structures from reinforced concrete, pre-cast concrete and steel
- Piling such as sheet, bored and driven piles

- Drainage works including buried plastic and concrete pipework for carriageway drainage.
- Road construction using stone and asphalt materials for the road foundations and pavement layers

How will you keep me/the local community informed about construction activities?

We will develop a communications plan to ensure that the local community are kept informed of the scheme's construction activities and appoint a public liaison officer. Details of any upcoming work, diversions or disruptions to traffic flow and the key stages of the scheme will be communicated through a variety of methods. These will include the schemes webpage as well as letter drops, newsletters and National Highways north-west Twitter and Facebook accounts. You can also be kept informed through our mailing distribution list which you can sign up to via:

www.nationalhighways.co.uk/M60-Simister-Island

Have you considered the impact upon residents from construction noise, dust and vibration? What measures will be put in place to mitigate any impact?

We aim to minimise disruption during construction as much as possible. Where there are impacts, these will be mitigated appropriately.

Alongside the design, we are developing a strategy for how the scheme will be built, this will include details about potential impacts such as noise and vibration, dust and visual impact and how these will be mitigated.

Details about construction and an opportunity to comment will be part of the consultation process.

Will there be traffic diversions during construction?

It is likely that traffic diversions will be required during the scheme's construction. Local residents, the affected councils and the emergency services will be consulted in advance to agree on suitable diversion routes, timings of restriction and duration. Details of any proposed temporary traffic restrictions will also be published through the scheme webpage, on National Highways north-west Twitter and Facebook accounts and roadside information signs.

How much delay will be caused by the roadworks/traffic management?

During the construction of the scheme, wherever possible we would maintain access along existing slip roads until the new links are complete in order to maintain traffic flows and minimise the disruption.

We would then tie the new structures into the junction in phases under lane closures to ensure the traffic flows can be maintained without excessive delays.

We would need traffic management in place to allow safe access to the work areas off the main carriageways and junctions.

How long will the diversion routes add to my journey?

We are committed to keeping disruption from the construction of the scheme to a minimum.

The nature of this scheme means that we will need to undertake works on the existing motorway network. We will look to do the majority of this work during the day and will install traffic management including cones and temporary safety barriers to allow us to do so safely. We will look to keep the existing number of lanes open in the daytime and may install speed restrictions for the safety of roadworkers and road users. Should we need to close lanes, we will undertake this work at night when there is less traffic.

There will be times when we may need to close the motorway or slip roads. When we need to close the road a signed diversion route will be in place. We will try to keep diverted traffic on the motorway whenever possible. When this is not possible, we will need to divert traffic onto the local road network. Diversion routes will be agreed in advance with the relevant local authorities and police.

Where will the works compound be located and where will the access routes be?

Locations of the site compound and access routes are currently being identified as part of the preliminary design for the scheme and will be identified within the consultation documents. Temporary land take would be required during construction for access, working areas, site compounds and storage areas.

15. Related projects

How does the Greater Manchester 'Places for Everyone' (formerly Greater Manchester Spatial Framework) aspiration affect the M60/M62/M66 Simister Island scheme?

The Northern Gateway aspect of 'Places for Everyone' is a significant consideration for the scheme. This is because significant industrial and residential development is proposed close to junction 18 of the M60 (although not accessed directly from it), with the potential to increase congestion at the junction and on the surrounding motorway network.

We have designed a solution which will provide the additional capacity required now and in the years to come as more traffic starts using the junction.

How is this scheme related to the Manchester North West Quadrant (MNWQ) study?

The scheme lies within the MNWQ study area but is being developed independently as a stand-alone scheme and as such is not linked to the development of the MNWQ scheme. As we continue to develop the scheme we will however continue to work closely with the MNWQ team to keep them informed of how the scheme is developing.

How is the scheme related to the Manchester Smart Motorways project?

This scheme will provide additional benefits to those already delivered through the Manchester smart motorways project. These include making it safer and easier for drivers joining and leaving the M60 between junctions 17 and 18 and reducing the delays currently caused by merging traffic.

As part of this work, we will upgrade the 0.8km stretch between junctions 17 and 18 of the M60 to provide five lanes in both directions with a new hard shoulder.

Residents and road users were subject to years of roadworks and disruption because of Manchester smart motorways - why are you now planning to subject them to several years more?

We understand the frustration that is caused by roadworks and we recognise that in this regard there is never a good time to carry out major projects. However, both the Manchester smart motorways and this scheme are vital to providing the much-needed upgrades the M60 requires.

The Manchester smart motorways project was developed by National Highways (then known as Highways Agency) during previous funding cycles. In December 2014 the Government published the first Roads Investment Strategy which included an instruction for us to start developing a scheme to improve Simister Island Interchange during the second roads period (2020-2025). At this time, the smart motorway project was already in construction.

We will work hard to minimise the disruption caused by the scheme and follow industry best practice for any disruptive work activities.

We'll also work closely with local authorities, key stakeholders and other National Highways projects to ensure we minimise the disruption of our traffic management and motorway closures on road users.

16. Land and property

What land outside the highway boundary will you need to take permanently and temporarily?

Our current proposals require both permanent and temporary land take, for example for the site compound and for temporary storage and access routes.

We will be working closely with all impacted landowners throughout the preliminary design process, however should you feel your land is potentially affected by the scheme please contact us on:

M60J18SimisterIslandinterchange@nationalhighways.co.uk or 0300 123 5000

What compensation will be available for any landowners affected?

We have appointed a district valuer and are in contact with affected landowners who will be compensated for any land which we require for this scheme. Please refer to the [National Highways property and road proposals guidance document](#).

Am I entitled to compensation due to this scheme, but you are not taking any land from me? (residential)

Part I of the Land Compensation Act 1973 gives property owners a right to claim compensation if the value of their property has been depreciated by certain physical factors caused by the use of a new or altered road. These factors are noise, vibration, smell, fumes, smoke and artificial lighting. To claim compensation, property owners or their agents need to show that depreciation has resulted from the use of the new or altered road and not from any other reasons. This claim cannot be made until the scheme has been open for one year and a day.

National Highways is not obliged or required to pay compensation for disruption, inconvenience, costs or losses caused by roadworks. This is because the work we do, maintaining and improving the highways for all to use, is a statutory duty.

Am I entitled to compensation due to loss of trade? (businesses)

Maintenance and improvement work on our roads ultimately stands to benefit the whole community.

As business owners do not hold any legal right to passing trade, we have no legal obligation to compensate for loss of trade when the works are properly executed under our statutory powers.

Business owners may be entitled to compensation if something is done improperly (for example, the blocking of access without authority), but not otherwise. Trade may

fluctuate for a variety of reasons, and accurately assessing loss that is directly caused by roadworks can be difficult.

17. Next steps

When will a decision be made and by who?

The scheme application for a Development Consent Order (DCO) will be submitted to the Secretary of State for Transport via the Planning Inspectorate in late 2023. The Planning Inspectorate will appoint an independent examining authority who will examine the application through a process including public hearings and make a recommendation to the Secretary of State for Transport who will decide whether or not consent should be granted. We would expect to hear an outcome of the DCO application in summer 2025.

What is the process for gaining consent to build the scheme?

The scheme is now in its preliminary design stage and the Development Consent Order application will be submitted to the Secretary of State for Transport via the Planning Inspectorate in late 2023. This process usually takes around 18 months, followed by preparations for construction. Main works are currently expected to start construction in late 2025, and to take around three years to complete.

More information on the statutory process for schemes like this can be found in the consultation brochure, together with the anticipated timescales and next steps for this scheme. The National Infrastructure Planning website has a lot of detailed information and advice notes: <https://infrastructure.planninginspectorate.gov.uk/>

If you need help accessing this or any other National Highways information, please call **0300 123 5000** and we will help you.

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L.11 Frequently Asked Questions (Short Version)

M60/M62/M66

Simister Island Interchange

Frequently Asked Questions

This document is intended to provide answers to questions you may have around our consultation and provide information on how you can get involved.

1. Why are you planning to improve Simister Island Interchange?

Simister Island is one of the busiest motorway junctions in the north-west used by around 90,000 vehicles each day, with traffic levels predicted to rise in the coming years it is important that the junction is future-proofed as soon as possible so that it continues to support Manchester city region's economy and local needs.

The junction struggles with high volumes of traffic above what it was designed for, and as a result suffers from congestion and poor journey time reliability. This impacts people's journeys into and around Greater Manchester and restricts economic growth due to the unsuitable motorway connections and delays to goods travelling around the county.

2. What will you be doing to the junction?

Since announcing the Northern Loop as the preferred route in January 2021, we have been working to develop the design which will widen both the M60 and M66 to allow traffic to flow more freely.

A fifth lane will be added between junctions 17 and 18 in both directions. A new hard shoulder will also be installed increasing current coverage in this section. This will be achieved by widening the carriageway whilst minimising the impact to residents and properties.

A new loop link road will also be built to allow traffic from M60 eastbound to join the M60 southbound (clockwise).

An improved two-lane link from the M60 northbound to the M60 westbound (anti-clockwise) will also replace the existing single lane link.

The M66 southbound would also be widened to four lanes as it passes through junction 18 to improve traffic flow.

3. What is the purpose of this consultation?

This consultation forms part of our preparation for the Development Consent Order (DCO) application, which is essentially our planning permission. It is being held to seek your views on the Northern Loop announced as the preferred route in January 2021 and the changes made to the design since the preferred route announcement as well as seeking views on the proposed environmental mitigation measures and arrangements for the construction stage of the scheme. Your feedback and comments will help us to influence and shape our proposal for the DCO application.

4. How can I speak to the project team?

We're holding a number of events, including three events in communities around the scheme, telephone consultation events and online webinars. Each of these events will provide you with opportunities to speak with the project team. Alternatively you can call our Customer Contact Centre on **0300 123 5000** or email the project team at M60J18SimisterIslandInterchange@nationalhighways.co.uk

5. How can I respond?

Online: complete the consultation response form online at:
[www.nationalhighways.co.uk/M60- Simister-Island](http://www.nationalhighways.co.uk/M60-Simister-Island)

Post: complete a paper copy of the consultation response form and return it using the freepost address: FREEPOST M60 J18 SIMISTER ISLAND
Simply put the completed response form in an envelope with the freepost address written on the front and put it in your local post box. There is no need to use a stamp.

Alternatively you can leave your completed consultation response form with us at the consultation events. Please note: All responses must be received by National Highways by 11:59pm on Tuesday 28 March 2023. Responses received after this date may not be considered.

If you need help accessing this or any other National Highways information, please call **0300 123 5000** and we will help you.

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L.12 Statutory Consultation Scheme Flythrough – February 2023



L.13 Statutory Consultation Full Information Video - February 2023

Hyperlink to the video on the Applicant's Website: -

[Statutory Consultation Full Information Video - February 2023](#)



L.14 Traffic Modelling Report for Consultation – February 2023

Hyperlink to the Traffic Modelling Report on the Applicant's Website: -

[**Traffic Modelling Report for Consultation - February 2023**](#)

L.15 Report on Public Consultation – November 2020



M60 Junction 18 Simister Island Interchange Report on Public Consultation

November 2020

Prepared Accent, Chiswick Gate, 598-608 Chiswick High Road, London, W4 5RT

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File name: J:\3408 M60-J18 Simister Island Consultation\WP\Report on Public Consultation_10.11.20.docx



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Executive Summary

This report presents the findings of a public consultation on proposals to upgrade the M60 junction 18 Simister Island. The consultation ran from 22 June to 17 August 2020. The consultation received 817 responses from individuals, statutory stakeholders and from other organisations. Responses were received from stakeholders and a range of users including those living in the local consultation area¹ and those living outside it.

M60 junction 18 Simister Island is one of the busiest motorway junctions in the north-west. It is used by around 90,000 vehicles each day and suffers from congestion and poor journey time reliability. To address these issues, Highways England produced a series of objectives to conceive and develop options. Highways England's design team then produced various design solutions and shortlisted these down to two options: the 'Northern Loop' and 'Inner Links'.

A public consultation was held between 22 June and 17 August 2020 to seek opinions on which of the two options was preferred and why.

Public consultation materials provided information on the options and included a questionnaire, which included both 'closed' questions with fixed responses and 'open' questions inviting comments.

Key finding:

625 out of the 817 respondents agreed that there is a need to improve traffic flows through the junction and there was a clear preference for developing the Northern Loop option over the Inner Links option as a means of achieving this: 397 strongly supporting the Northern Loop option compared to 65 strongly supporting the Inner Links option.

Summary of main findings:

More respondents were dissatisfied than satisfied with several elements of the current junction: safety, road layout, journey time and especially the level of congestion, where 541 respondents (66%) were dissatisfied. The majority were satisfied with road signs, road markings and traffic signals. The comments received in the open questions reinforced these findings.

A large majority agreed that there is a need to improve traffic flow through the junction: 590 (72%) agreed or strongly agree and 135 (17%) disagreed or strongly disagreed.

The two options were introduced and for each, respondents were asked whether they supported or opposed it.

¹ the local consultation area is defined on the basis of initial traffic, environmental and equalities impact assessments, as well as proximity of the scheme to properties. See Figure 3 on page 12 for a map of the area.

The comments received in the open question about the Northern Loop option reiterated the view that the Northern Loop option was the best solution (122 responses) and that the design would allow better traffic flows (95 responses). The most frequently received negative comments about the Northern Loop option were about the design being inadequate (108 responses), being against using the hard shoulder (81 responses) and safety issues with potential for accidents (68 responses).

Most of the comments received in the open questions about the Inner Links option were negative. The main concerns were that it does not address congestion (102 responses) and that it was an inadequate solution (85 responses). Some felt there was the potential for accidents (77 responses), that it was too confusing for drivers (75 responses) and there were issues caused by the traffic lights (70 responses). There were also concerns about using the hard shoulder (55 responses) and about lane structure (43 responses).

Respondents were asked to say what was important to them and whether they had any concerns about particular issues in relation to the scheme. These reiterated earlier comments, particularly with regards to addressing congestion issues (162 responses) and concerns about air pollution (147 responses).

Feedback was generally very positive on the consultation process itself. The majority of respondents who expressed an opinion found the web page useful and engaging: 456 (56%) were positive about it and 65 (8%) were negative. Nearly a third (265 responses, 32%) answered 'I have not seen it or prefer not to say' and 31 (4%) did not answer the question. Almost 90 per cent (710 respondents) were satisfied or very satisfied with format and information provided in the consultation materials.

The most common way of hearing about the consultation was through a brochure received in the post (335 respondents). The next most frequently cited sources were social media (280 respondents) and printed media (186 respondents).

The most commonly used communication channels for finding out more about the proposed scheme were the scheme webpage (410 respondents), social media (201 respondents) and the local press (149 respondents).

1 Introduction

1.1 Scheme Background

In March 2020, the Government's second Road Investment Strategy included a commitment for Highways England to improve Simister Island junction between the M62, M60 and M66. Simister Island junction is one of the busiest motorway junctions in the north-west used by around 90,000 vehicles each day. The junction struggles with high volumes of traffic, above what it was designed for, and as a result suffers from congestion and poor journey time reliability.

To address the issues facing the junction, Highways England produced a series of objectives that would be used to conceive and develop the options, the main scheme objectives are:

- to improve the journey experience for users of this section of network by:
 - reducing peak congestion
 - reducing journey times
 - delivering more reliable journey times
- to provide an option for the preferred route which is safe for all road users.
- to minimise the impact of the scheme on the surrounding environment including within Noise Important Areas² and Air Quality Management Areas³.
- to facilitate future economic growth across the Greater Manchester area and support the delivery of third party proposed development sites close to the M60 and M66.

1.2 Options

In order to achieve the scheme objectives, Highways England's design team produced various design solutions, with each design going through a thorough series of assessments, which included the amount of benefit each provides, how they impact upon safety and the environment and how expensive each one is to build.

Highways England shortlisted this down to two options which effectively delivered the objectives of the scheme; these are the "Northern Loop" and "Inner Links".

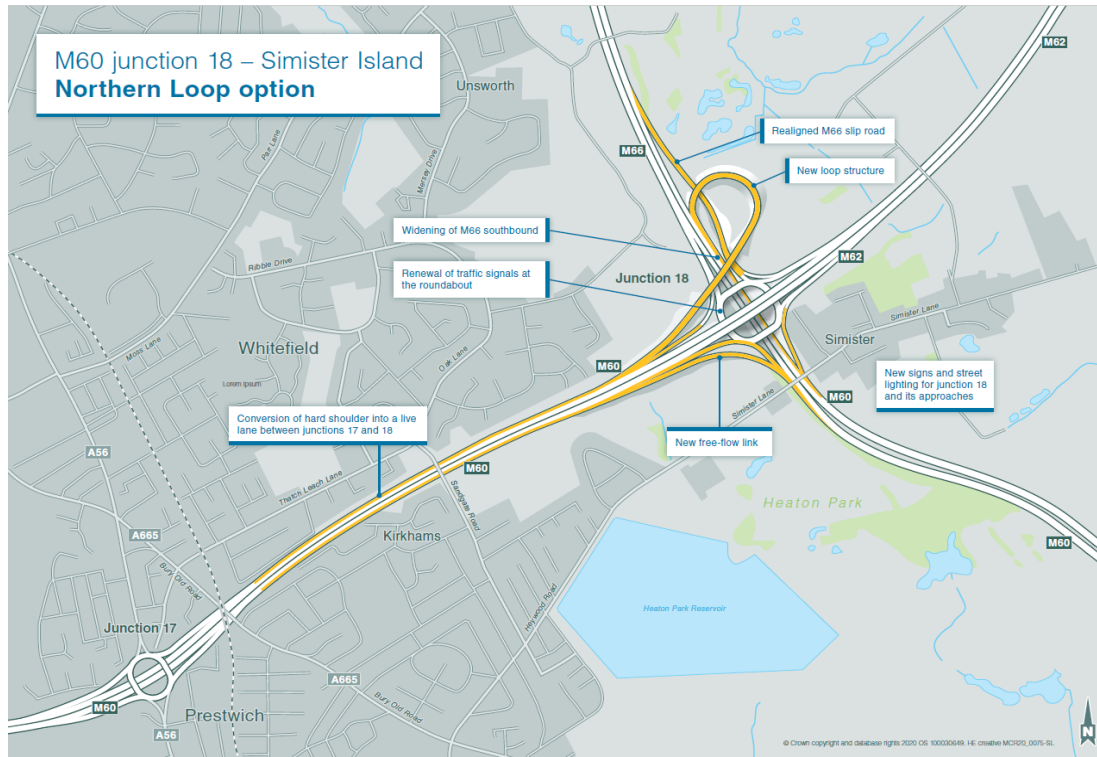
The two shortlisted options are described in more detail on the following pages.

² Noise Important Areas identified in the NAP(Roads) [Ref 4.N] as at risk of experiencing a significant adverse impact to health and quality of life as a result of their exposure to road traffic noise. <https://standardsforhighways.co.uk/dmrb/>

³ Air Quality Management Area (AQMA) is an area declared by a local authority which has been determined will exceed the relevant air quality strategy objective. <https://uk-air.defra.gov.uk/aqma/>

Northern Loop

Figure 1: Northern Loop option



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 includes 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

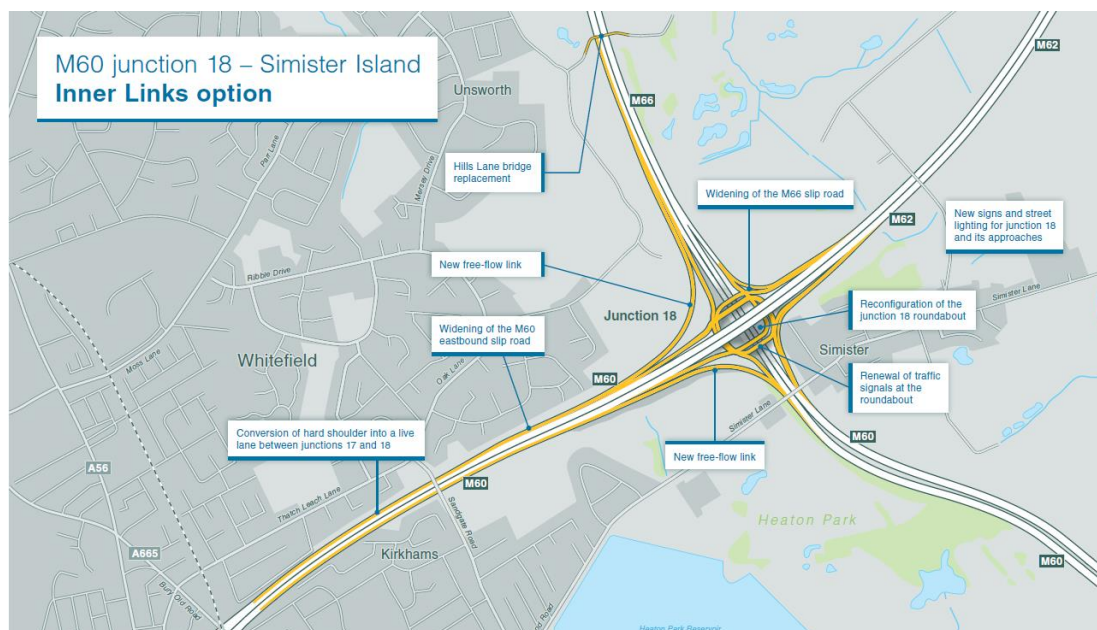
Highways England will convert the hard shoulder into a permanent traffic lane between M60 junctions 17 and 18, providing 5 lanes in both directions (all lane running).

Renewal of signs and signals

- New signs and street lighting at junction 18 and its approaches
- Renewed traffic signals at the junction 18 roundabout
- New gantries on the M66 southbound, and between junctions 17 and 18.

Inner Links

Figure 2: Inner Links option



Reconfiguration of the junction 18 roundabout

Reconfiguration of the roundabout at junction 18 will separate traffic movements and allow an easier flow of traffic through the junction. Within the junction there are 2 new bridges over the M66.

New free-flow links

- A new two-lane free-flow link from the M60 northbound to the M60 westbound (anti-clockwise), to replace the existing single-lane link.
- New two lane free-flow lane 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 3 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 will 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

Highways England will convert 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 the junction 18 roundabout
- New gantries between junctions 17 and 18.

1.3 Engagement

As well as developing design solutions which address the issues that face M60 junction 18, Highways England had also been carrying out work to identify people and groups who would be affected by the scheme, both during construction and when it is open for traffic.

This stakeholder mapping process has been informed by engagement with the Local Authorities including Bury, Rochdale and Oldham councils as well as Transport for Greater Manchester (TfGM). In addition, Highways England has engaged with the Greater Manchester Local Enterprise Partnership (GM LEP), the Simister Village Residents Association and statutory stakeholders such as the Environment Agency.

The input from these organisations helped Highways England to engage with many different types of community groups within the area of the scheme as well as providing them with useful contact information to use when the consultation period began.

Landowner engagement

Engagement with key landowners, tenants and occupiers – who may be impacted by the options put forward for consultation – was a high priority for the project team. Letters were sent on 11 March 2020 to all affected landowners who were impacted by the options inviting them to book a one-to-one session with the project team during the consultation period.

A follow-up letter was issued in June to remind landowners of the opportunity to meet with us during consultation. Meetings were held with landowners and their representatives just before and throughout the consultation period and were attended by a Highways England representative.

Highways England will continue to engage with landowners throughout the development of the scheme, including attempts to engage with landowners that have not yet been in touch with the project team.

1.4 Purpose and Structure of Report on Public Consultation

The purpose of this report is to present the responses provided by those who took part in the consultation. It is structured as follows:

■ Methodology

- Approach of the Public Consultation During COVID-19
- Consultation Response Channels
- Analysis Methodology
- Limits of the Information
- Next Steps

■ Findings

- Responses Received
- Use of M60 Junction 18 Simister Island Interchange
- Proposed Improvements
- What is Important to Respondents and Concerns about Particular Issues
- Respondent Feedback on the Consultation Process.

2 Methodology

2.1 Approach of the Public Consultation During COVID-19

The coronavirus (COVID-19) pandemic presented challenges to Highways England for delivering an inclusive and accessible consultation because of the requirement for the public to stay at home as much as possible, and the restrictions on public gatherings. Due to these restrictions it was not possible to hold face-to-face public consultation events in the manner Highways England normally would or provide consultation resources at deposit points around the area of the scheme. These factors also required Highways England to pay more careful consideration to the following groups:

- People who are unable, or choose not to leave the house due to the pandemic
- Key workers
- People who do not have access to the internet or are less computer literate
- People who have lower literacy levels, or for whom English is not their first language
- People who require the consultation materials in an alternative format.

After assessment and careful consideration, Highways England identified a number of ways to engage with communities and stakeholders which allowed alternative methods for people to access scheme information, ask questions and ultimately make an informed response during the public consultation period. Some of the ideas Highways England developed were unique to the current pandemic, and some were improved versions of their standard best practice for consultation.

These ideas were combined into the Approach to Public Consultation document which they shared with Local Authorities for their review and input ahead of the launch, and this was used to deliver the consultation. The following actions form key aspects of this approach:

- Engaging with local equalities officers at local authorities throughout the consultation
- Extension of the consultation period to 8 weeks. As standard, Highways England hold consultations for 6 weeks, longer than the 28-day period required by legislation. They increased this to allow people more time to review the information available and to respond
- Posting the consultation brochure and response form to a larger postal area to make sure that local residents who don't have access to the webpage receive a copy (almost 10,000 addresses)
- Offering people whose property may be impacted by the scheme a private meeting using internet-based meeting applications, such as Skype or Teams

- Encouraging people to go online to view the consultation material via a social media campaign
- Providing telephone events to replace venue based public engagement. Although available to everyone, this approach supported people without internet access and also people with lower levels of computer literacy allowing them direct access to the project team to ask questions or raise concerns. People who were looking for answers which could not be provided at these events or required a more detailed response from a specialist were offered a call back or email reply from the relevant technical specialist
- Providing two scheme flythrough videos showing what each option would look like if it was built
- Providing a video which explained the consultation approach and a narrated description of each option with subtitles
- Providing a brochure and response form mail out service for people to request hard copies of the consultation materials
- Offering easy read and alternative language versions of the consultation materials on request
- Providing a comprehensive Frequently Asked Questions document online and sent out with the consultation materials.

The Approach to Public Consultation was published by Highways England alongside other consultation materials on the scheme web page, details were also provided within the public consultation brochure explaining how stakeholders could view it or obtain a copy if required.

2.2 Consultation Response Channels

Highways England encouraged respondents to submit responses to the consultation using two main channels:

- Online – Highways England directed respondents to the Citizen Space online consultation platform where information about the consultation could be found and a digital copy of the consultation response form could be completed - <https://highwaysengland.citizenspace.com/he/m60-j18-simister-island/>
- Post – Highways England set up a Freepost address that was displayed on consultation materials along with instructions for how to use it to return hard copies of the consultation response form – Freepost M60 J18 SIMISTER ISLAND.

Response forms were made available on the project scheme web page and the Citizen Space consultation web page so they could be printed.

Information was also provided in all consultation materials about how the Highways England Customer Contact Centre could be contacted if anyone wanted more

information on accessing the consultation materials, require printed copies of the materials to be sent to them or had a general a query about the consultation,

Highways England received 7 requests for a copy of the consultation materials to be sent out via post to stakeholders.

The project team also provided an email address in consultation materials that could be contacted if anyone had any specific questions about the consultation - M60J18SimisterIslandInterchange@highwaysengland.co.uk

Any consultation responses that were sent to this email address were also accepted.

The ways in which people could respond to the consultation were widely publicised and made clear in the consultation materials, as was the deadline for responses.

All responses received by 11.59pm on 17 August 2020 were included within the consultation analysis. Highways England also requested that Accent allow up to 04 September 2020 for postal responses to arrive (due to possible delays caused by the coronavirus pandemic), this also provided additional time for residents, that did not initially receive consultation materials due to failed deliveries, to be able to take part in the consultation once the materials had been re-sent to them.

Communications received about the public consultation

In addition to the formal response channels, the project team encouraged people to contact them if further information was required about the consultation. The below table provides a summary of additional communication that took place:

Type of Communication	How Many
Number of calls received at telephone events	15
Number of comments received during online Q&A	5
Stakeholder/landowner meetings held during the consultation period	11
Number of general enquiries received	18
Number of hard copy requests	7
Number of Highways England Customer Contact Centre enquiries	8

2.3 Analysis Methodology

This section provides detail on the approach used to analyse and report on the public consultation responses.

Highways England engaged Accent, an independent research agency to process, analyse and report on the public consultation findings. In addition, as part of the independent assurance, Accent reviewed the response form prior to the public consultation to make sure questions were impartial and not leading.

All submissions were passed to Accent for analysis. Online responses were forwarded securely from Highways England. Hard copy responses were delivered to Accent's office, scanned digitally and the original hard copies were placed in secure storage for the duration of the analysis.

Closed question responses (for example, multiple choice 'tick box' format) were totaled. The open question responses (which contained the free text comments) were each analysed to identify the themes emerging from the consultation, using a code frame agreed with Highways England. A copy of the code frame is included as Appendix B.

The findings presented in the report have been analysed based on the respondents who answered each question. Accordingly, the number of respondents varies in the charts and tables. This is a feature of responses received to questions containing free text comments.

All percentages are rounded to the nearest whole number.

Some charts sum to more than 100% as respondents could give more than one answer to the questions asked. These occurrences are highlighted in the main findings section for clarity.

We have highlighted incidences throughout the report where respondents have replied with significantly different views.

2.4 Limits of the Information

This report is based on the responses received to the consultation, and therefore does not constitute a technical assessment of the proposed improvements. This report analyses the opinions stated by those who responded to the consultation and, as such, is a self-selecting sample.

Therefore, the information in this report is not representative of all in the local community or stakeholders. The value of the consultation is in identifying the issues and views of those who have responded and their perceptions of the proposals. This important information will be included in future decision-making processes to inform which option is taken forward by Highways England.

2.5 Next Steps

How Highways England will use suggestions received from respondents

Highways England has used the information gathered through the consultation to feed into the preliminary design of the project.

They have also used consultation responses received about the local area to identify any specific constraints Highways England needs to be aware of within the project area.

While the results of the consultation are a critical element of the decision-making process, there is also a considerable amount of investigation work, including

environmental assessment work, wildlife surveys, planning policy and detailed traffic modelling which have to be considered before Highways England reaches a conclusion on the preferred route for the M60 Junction 18 Simister Island Interchange scheme.

3 Findings

3.1 Introduction

This section sets out the findings of the public consultation. It is structured as follows:

- Responses Received
- Current use of M60 Junction 18 Simister Island Interchange
- Proposed Improvements
- What is Important to Respondents and Concerns about Particular Issues
- Respondent Feedback on the Consultation Process
- Emails and Letters from Stakeholders.

In this section we show the number of responses received and percentages for closed questions where only one response can be given in the charts and tables.

For questions where more than one response can be given and for open questions, we only show the number of responses received as it would be confusing to show percentages.

3.2 Responses Received

The majority of responses (554, 68%) received were via the Citizen Space consultation platform. There was a fairly even balance of responses from those in the local consultation area and from those outside it.

The responses received are broken down as follows:

- Response channel
- Location
- Type of stakeholder.

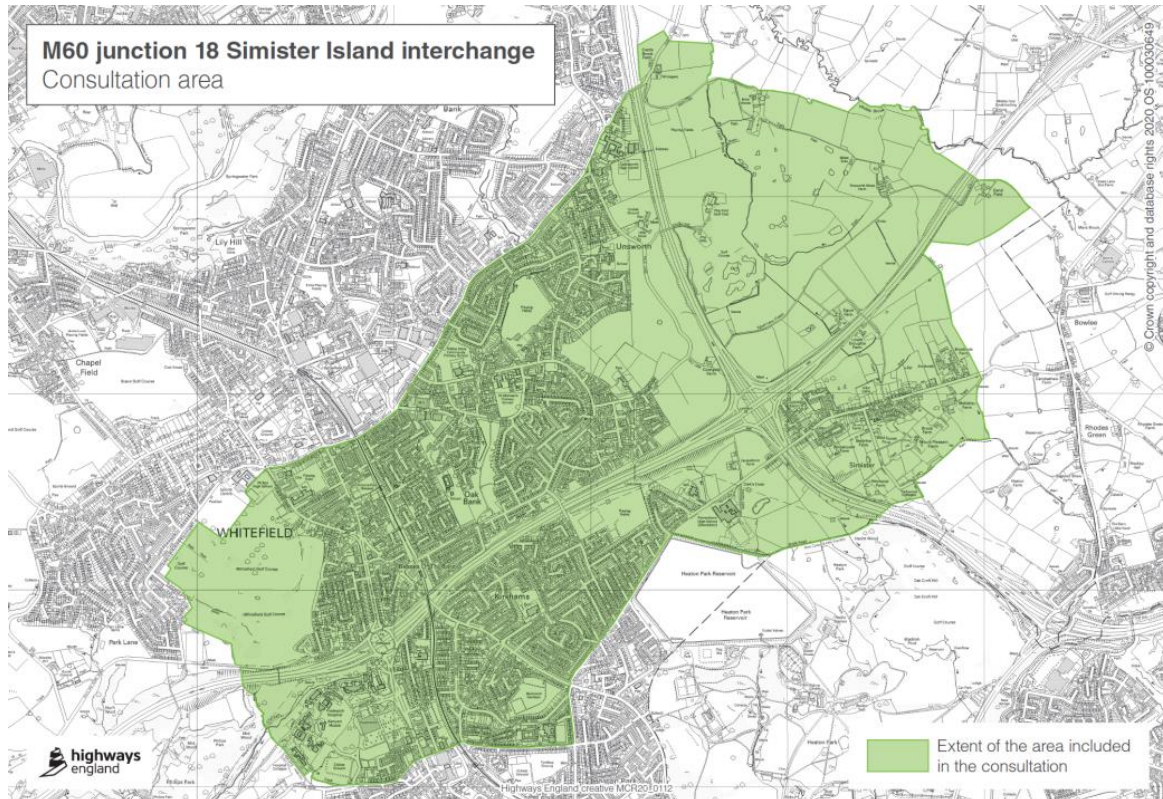
Table 1: Responses received by channel

	Number	Percent
Citizen Space consultation platform	554	68
Paper	254	31
Email	9	1
This table was created from all who responded to the consultation	817	100

Responses received by location

The public consultation obtained responses from those who lived in the local consultation area and those who lived outside it. The local consultation area was defined on the basis of initial traffic, environmental and equalities impact assessments, as well as proximity of the scheme to properties.

Figure 3: Local consultation area



The main postcodes in the area include M45 0, M45 6, M45 7, M45 8, M25 1, M25 2, M25 3, BL9 8.

Just under half of responses were from respondents located inside the local consultation area (354 responses, 43%). Just over half, (437 responses, 54%) came from outside it and a further 26 (3%) did not provide a postcode.

Over four fifths of the responses (682 responses, 83%) were from postcodes in or near to the junction, in particular M (Manchester) postcodes (505 responses, 62%), BL (Bolton) postcodes (100 responses, 12%) and OL (Oldham) postcodes (77 responses, 9%). There were 18 (2%) responses from outside the North West.

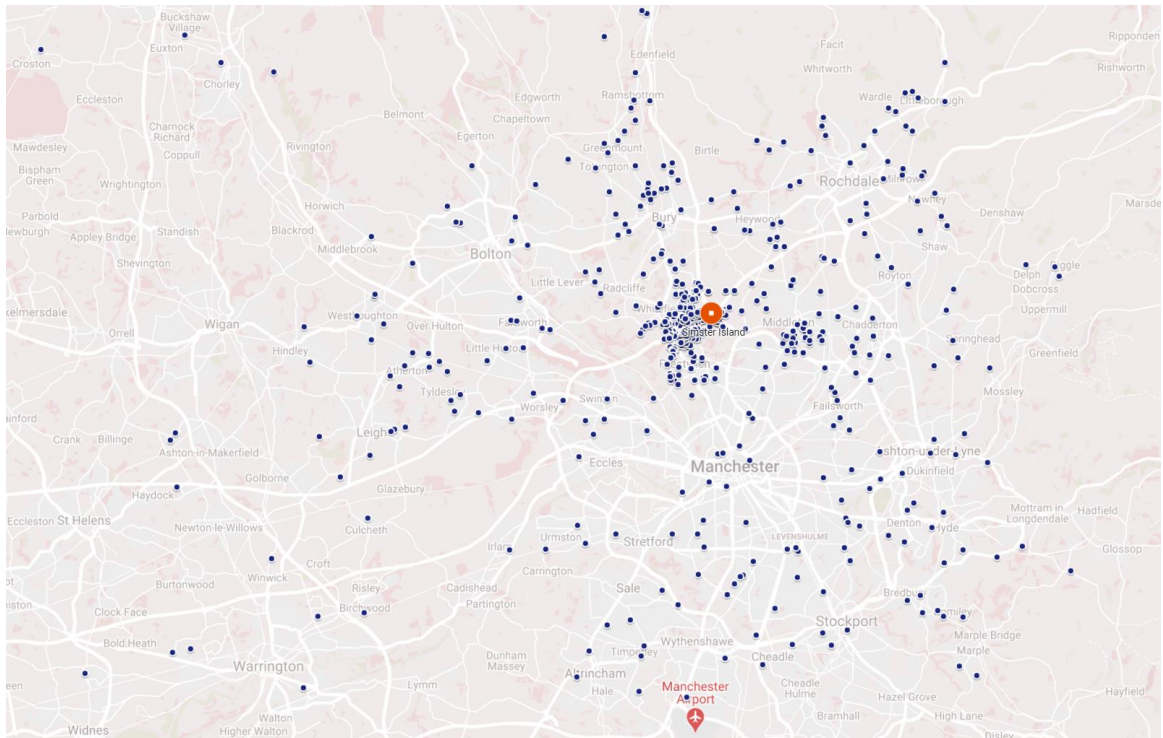
The responses by postcode area are set out in Table 2. This table shows the postcode area and the place name with which each postcode area is associated.

Table 2: Responses by postcode area

	Number	Percent
North West England		
M (Manchester)	505	62
BL (Bolton)	100	12
OL (Oldham)	77	9
SK (Stockport)	30	4
BB (Blackburn)	22	3
WA (Warrington)	15	2
WN (Wigan)	10	1
PR (Preston)	7	1
FY (Blackpool)	3	0.4
HX (Halifax)	2	0.2
CA (Carlisle)	1	0.1
CH (Chester)	1	0.1
CW (Crewe)	1	0.1
HD (Huddersfield)	1	0.1
LA (Lancaster)	1	0.1
North West England Total	776	95
Outside North West England		
S (Sheffield)	4	0.5
B (Birmingham)	1	0.1
BR (Bromley)	1	0.1
GU (Guildford)	1	0.1
HG (Harrogate)	1	0.1
KT (Kingston upon Thames)	1	0.1
LS (Leeds)	1	0.1
N (North London)	1	0.1
RH (Redhill)	1	0.1
SE (South East London)	1	0.1
SG (Stevenage)	1	0.1
SN (Swindon)	1	0.1
WF (Wakefield)	1	0.1
WV (Wolverhampton)	1	0.1
Outside North West England Total	18	2
No postcode given	23	3
This table was created from all who responded to the consultation	817	100

The postcodes of respondents are mapped in Figure 4 for the Greater Manchester area.

Figure 4: Location of postcodes in the Greater Manchester area



Responses received by type of stakeholder

In total 780 of the 817 responses were from individuals. Fourteen responses were from local authority and statutory stakeholders and 15 responses were from other organisations.

Table 3: Responses received by type of stakeholder

	Number	Percent
Individuals	780	95
Local authority and statutory stakeholders	14	2
Other organisations	15	2
Not stated	8	1
This table was created from all who responded to the consultation	817	100

The stakeholders and other organisations that responded were as follows:

- Local authorities and statutory stakeholders:
 - Bury Council
 - Bury Council - Environment Team
 - Environment Agency
 - Local Councillors
 - Lancashire County Council
 - Natural England
 - Northern Gateway Development Vehicle LLP
 - Public Health England
 - Rochdale Borough Council
 - Rochdale Development Agency
 - Salford City Council

- Stockport Council
 - Transport for Greater Manchester
 - United Utilities.
- Other organisations:
- Alchem industries
 - Esprit Warehousing and Docks
 - HH Smith and Sons Company Ltd
 - Jones Haulage
 - M A Ponsonby Ltd
 - ParcelFast
 - Pike Fold Golf Club
 - Rochdale and Bury Bridleways Association
 - Seddon Homes Ltd
 - St Margaret's Church of England Primary School
 - Strategic Land Group
 - T Yates Telecoms Solutions Ltd
 - Tesco Stores Ltd
 - The Road Haulage Association
 - Weir Minerals.

3.3 Current Use of M60 Junction 18 Simister Island Interchange

Respondents were asked a series of questions about their current use of the M60 Junction 18 Simister Island Interchange:

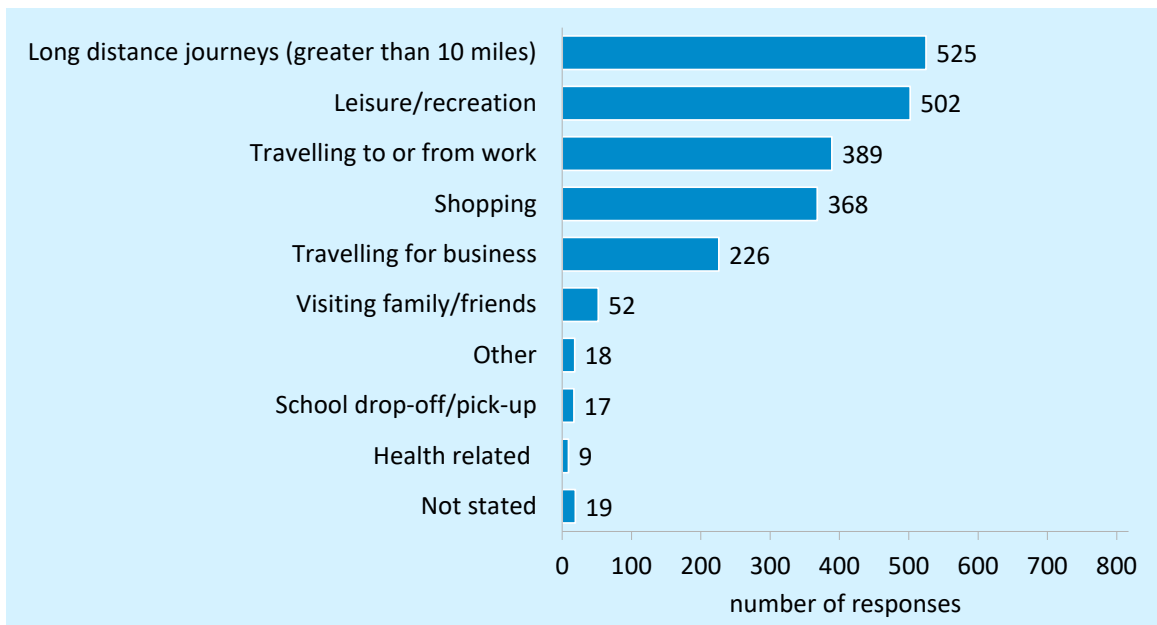
- Why they use the junction
- The days of the week when the junction is used
- The times of day the junction is used
- Vehicles used for journeys through the junction
- Satisfaction with using the current junction
- Additional comments on using the junction as it is now

The responses to each of these questions are discussed in turn below.

Why they use the junction

Respondents use the junction for a number of different purposes and on average each respondent uses it for over two different reasons. The most common purposes were for longer distance journeys (525 responses) and for leisure and recreational trips (502 responses). Just under half used it for journeys to and from work (389 responses) and for shopping (368 responses). The details are set out in Figure 5.

Figure 5: Question 1 - Please tell us why you usually use this junction: (tick all that apply)



This chart was created from all 817 who responded to the consultation

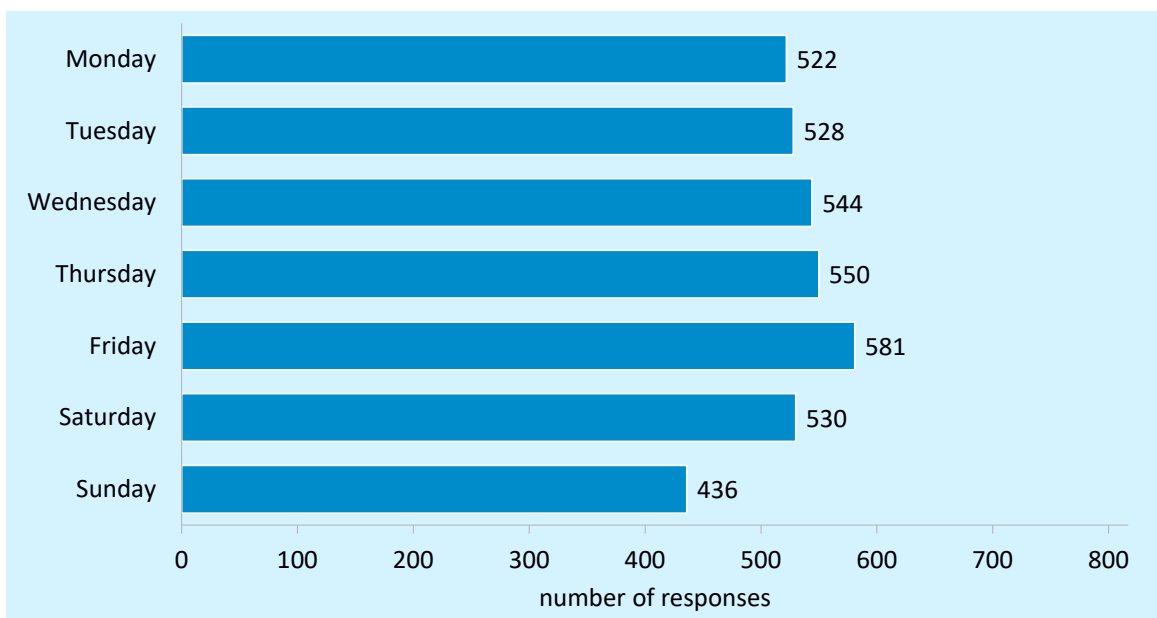
NB: Respondents selected their answer from a list of response options and were able to choose more than one.

Days of the week when the junction is used

Over the course of a week, respondents used the junction on average about five different days of the week. The level of use was fairly similar on Mondays to Thursdays and on Saturdays (between 522 and 550 respondents). The peak day was a Friday when 581 respondents used the junction. The least used day was a Sunday, when 436 respondents made journeys through it.

Figure 6 sets out the details.

Figure 6: Question 2 – Which day(s) of the week do you usually use junction 18? (tick all that apply)



This chart was created from all 817 who responded to the consultation

NB: Respondents selected their answer from a list of response options and were able to choose more than one.

Analysis of day of week of usage by journey purpose of trips using the junction shows that commuting and business use of the junction is highest on weekdays and leisure use is highest on Friday and Saturday.

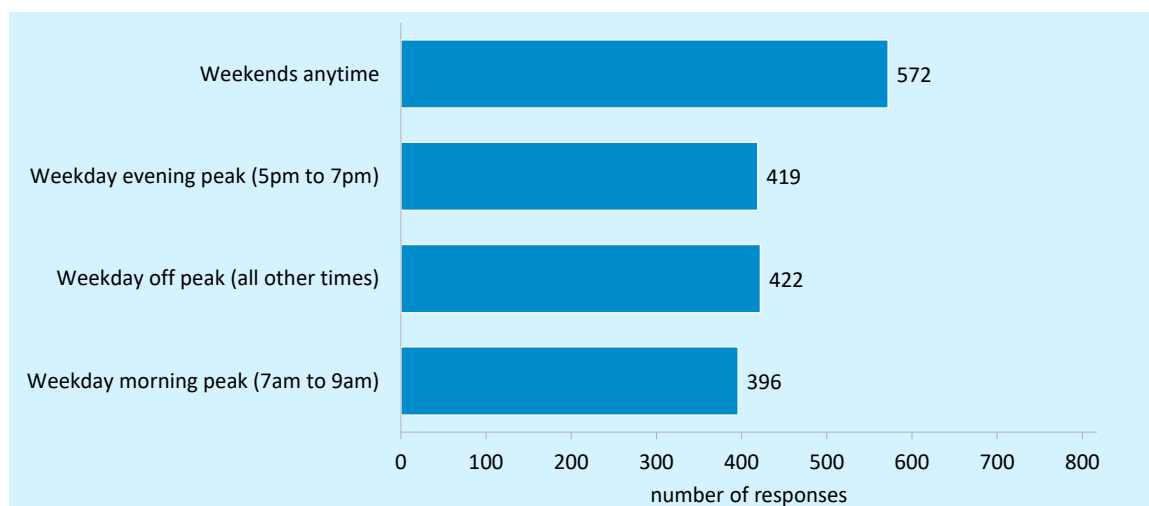
Table 4: Day(s) of the week usually use junction 18 by journey purpose

	Travelling to or from work	Travelling for business	Leisure and other
Monday	353	178	374
Tuesday	350	187	379
Wednesday	354	192	399
Thursday	359	185	400
Friday	346	194	433
Saturday	234	165	457
Sunday	174	137	383
Respondents	389	226	603

The times of the day when the junction is used

Most respondents used the junction at 'weekends any time' (574 responses). There was fairly even use of the junction at other times of the day on weekdays (between 396 and 422 responses). See Figure 7.

Figure 7: Question 3 – When do you usually travel? (tick all that apply)



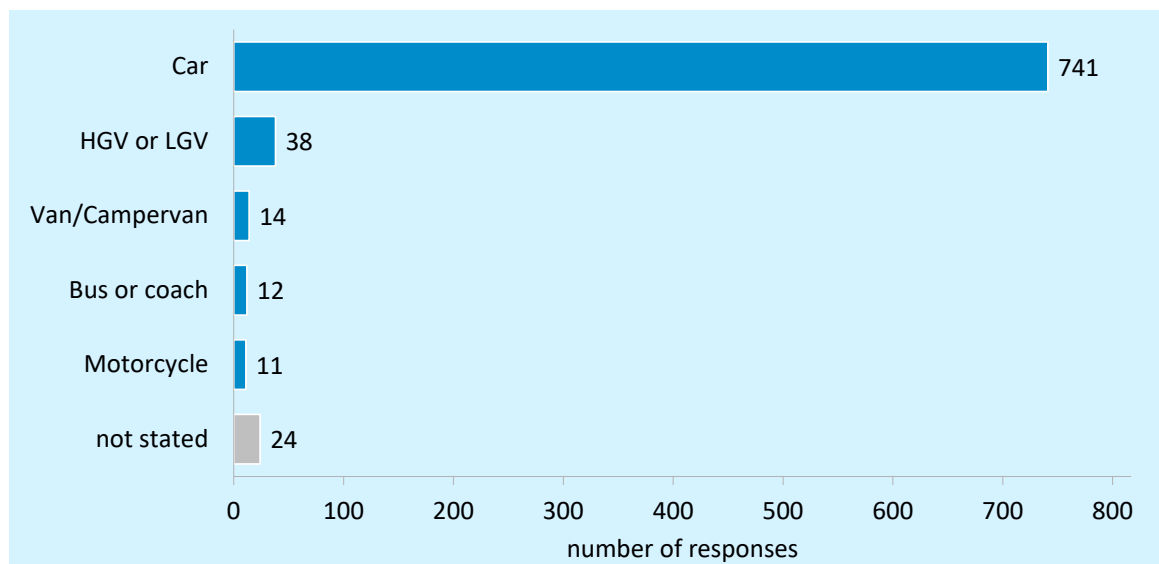
This chart was created from all 817 who responded to the consultation

NB: Respondents selected their answer from a list of response options and were able to choose more than one.

Vehicles used for journeys through the junction

By far the most common method of travelling through the junction was by car (741 responses). Figure 8 shows all methods of transport used.

Figure 8: Question 5 – How do you normally travel through junction 18 of the M60?



This chart was created from all 817 who responded to the consultation

NB: Respondents selected their answer from a list of response options and were able to choose more than one.

Satisfaction with using the current junction

The consultation response form asked respondents to rate their satisfaction with the following seven elements of travelling through the junction:

- Road signs
- Road markings
- Traffic signals
- Safety
- Road layout
- Journey time
- Level of congestion.

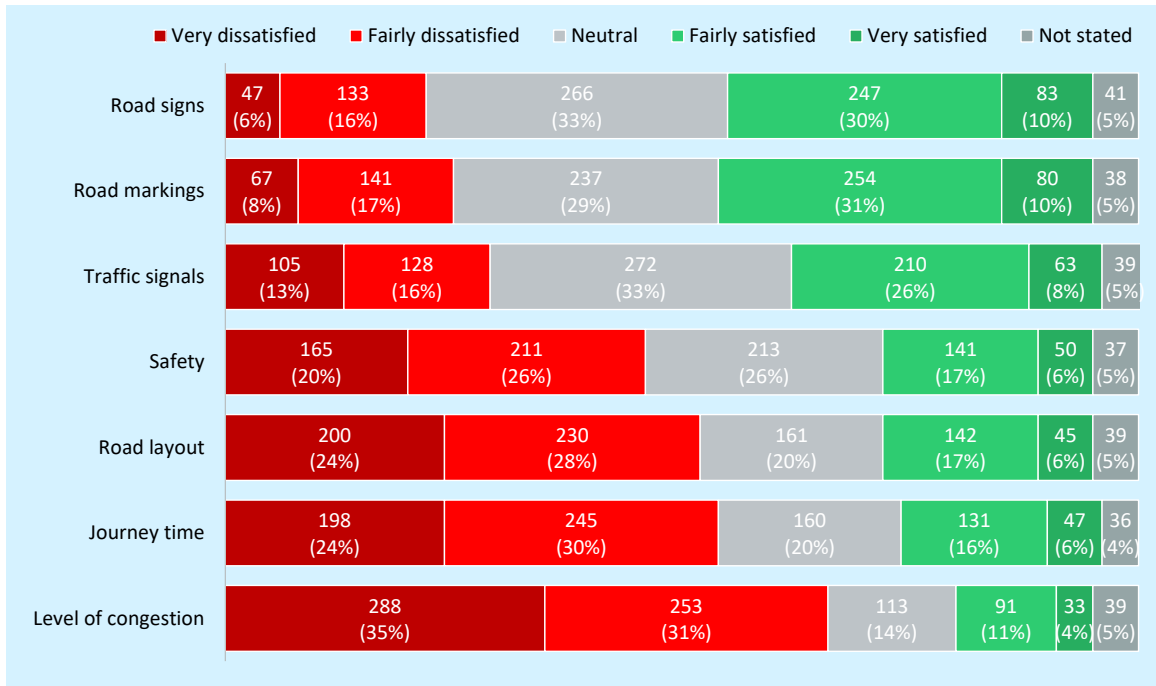
They were asked to rate satisfaction on a scale from very dissatisfied to very satisfied.

Respondents were most satisfied with road signs (330 (40%) very satisfied or satisfied), road markings (334 (41%) very satisfied or satisfied) and traffic signals (273 (34%) very satisfied or satisfied). For these three aspects more respondents were satisfied than dissatisfied.

For the other four aspects more respondents were dissatisfied than satisfied. Respondents were most dissatisfied with the level of congestion (541 (66%) very dissatisfied or dissatisfied). The majority were also dissatisfied with journey time (443 (54%) very dissatisfied or dissatisfied) and road layout (430 (52%) very dissatisfied or dissatisfied).

The ranking of satisfaction with the seven journey elements is shown in Figure 9.

Figure 9: Question 4a – How satisfied are you with the following elements of travelling through the junction as it is now? (please tick one answer in each row)



This chart was created from all 817 who responded to the consultation

Additional comments on using the junction as it is now

Respondents were asked to give any additional comments they had about the junction as it is now. The question was 'Please provide us with any further comments you may have on the junction as it is now'.

A total of 473 respondents provided responses.

Overall, 943 comments were negative and were principally focused on reiterating dissatisfaction with congestion arising from traffic volumes (186 responses) and the narrow or confusing lane structure (124 responses).

The issue of congestion was of greatest concern among those travelling to and from work (114 responses from 231) compared to leisure travellers (137 responses from 350).

Comments on poor driving behaviours (73 responses), problems with road markings (41 responses), and a view that the current junction is generally unsafe (97 responses) were all identified as concerns among respondents.

There were also some comments voiced by a small minority of respondents (14 responses) about the negative environmental impact of the current junction.

Overall, 105 comments were positive; 83 felt that the junction works well or reasonably well and 22 thought the road markings worked well and were safer.

The following quotes illustrate the findings⁴:

■ Congestion arising from traffic volumes:

“As I go east bound from junction 17 (M60) through to junction 21 (M62), every morning for work, traffic can build up from junction 18 due to the ridiculous amount of traffic lights on junction 18, so restricting traffic movement from Whitefield onto the motorway and from the M60 coming from junctions further back”.

Living in the local consultation area, daily car user, shopping, leisure, long distance journeys, peak and off-peak travel.

“Especially considering the weaving from the A56 junction preceding it, traffic builds up in both directions at a terrible rate. It needs alleviation, and quickly.”

Living outside the local consultation area, twice weekly car user, long distance journeys, off peak travel.

■ Narrow or confusing lane structure:

“The lanes on the roundabout especially coming from M62 westbound to M66 northbound are confusing with lane structure on the roundabout being a real safety issue during busy periods. The overall layout of the roundabout needs completely redesigning as the lane structure is not safe. Changes to the slip roads layouts or structure of the slip roads on all approaches may help reduce the safety concerns I have with the roundabout layout as it is.”

Living outside the local consultation area, twice weekly car user, leisure and long-distance journey purposes, off peak travel.

“The amount of lanes that you have to cross to get in lane to exit including. 17 west bound can be incredibly dangerous to navigate.”

Location not stated, daily car user, commuting and business journeys, peak and off-peak travel.

■ Poor driving behaviours:

“Coming home at 5pm Anti Clockwise at junction 18 is a nightmare. The traffic goes into all 3 lanes at Simister to turn left. People also cut in at the last minute from the M60/M66 onto the slip roads. I am amazed there are [not] a lot more accidents at this point.”

Living in the local consultation area, weekday car user, commuting, leisure, school run and long-distance journeys, peak time travel.

“Safety risks are because people drive badly/ are impatient because of the queues so they drive up the other lanes and cut in last minute.”

Living in the local consultation area, Saturday car user, shopping journeys, no travel time information given.

⁴ Please note that the quotes are a direct copy of the text received.

■ Road markings:

“Road markings are not clear enough there's always someone in the wrong lane which causes major safety issues.”

Living in the local consultation area, daily car user, business, shopping, leisure and long-distance journeys, peak and off-peak travel.

“White lines need to be constantly kept up to date, some drivers do not follow the lines around, then suddenly realise they are in the wrong lane, I have seen many a near miss.”

Living outside the local consultation area, daily car user, business, shopping, leisure and long-distance journeys, peak and off-peak travel.

■ Unsafe:

“At present, the roundabout is dangerous and congested especially at rush hour and especially coming from either South M60 or M62/M60 East of the junction.”

Living outside the local consultation area, daily car user, commuting, leisure and long-distance journeys, off peak travel.

“Far too many people are “cutting in” leading to extended travel time and unsafe practices.”

Living outside the local consultation area, weekday HGV user, commuting, business and long-distance journeys, peak and off-peak travel.

■ The junction works well or reasonably well:

“Travelling from M66 to M62 eastbound is easy. Travelling from M60 to M60 southbound is an issue at heavy traffic times.”

Living in the local consultation area, daily car user, long distance journeys, off peak travel.

“I travel in off peak times and this junction is absolutely fine.”

Living outside the local consultation area, three day a week car user and long-distance journeys, off peak travel.

For ease of review, the summary of views expressed are shown in Table 5.

Variations in views expressed

More residents from outside the local consultation area gave negative comments about the current junction than those living in the local consultation area (see Table 5).

Table 5: Variation in perceptions of the current junction by whether live in the local consultation area or not

Concern	Living in the local consultation area (number)	Living outside the local consultation area (number)
Congested – traffic flow should be improved	67	115
Traffic lights issues – phasing/placement etc	20	55
Badly designed – outdated etc	21	50
Junction isn't fit for purpose	12	32
Road markings should be improved	10	31
This table was created from those who answered Question 4b and who also gave their postcode	202	261

3.4 Proposed Improvements

Respondents were asked for their views on:

- The need to improve traffic flow through junction 18
- Which of the two options they prefer:
 - The Northern Loop option
 - The Inner Links option.

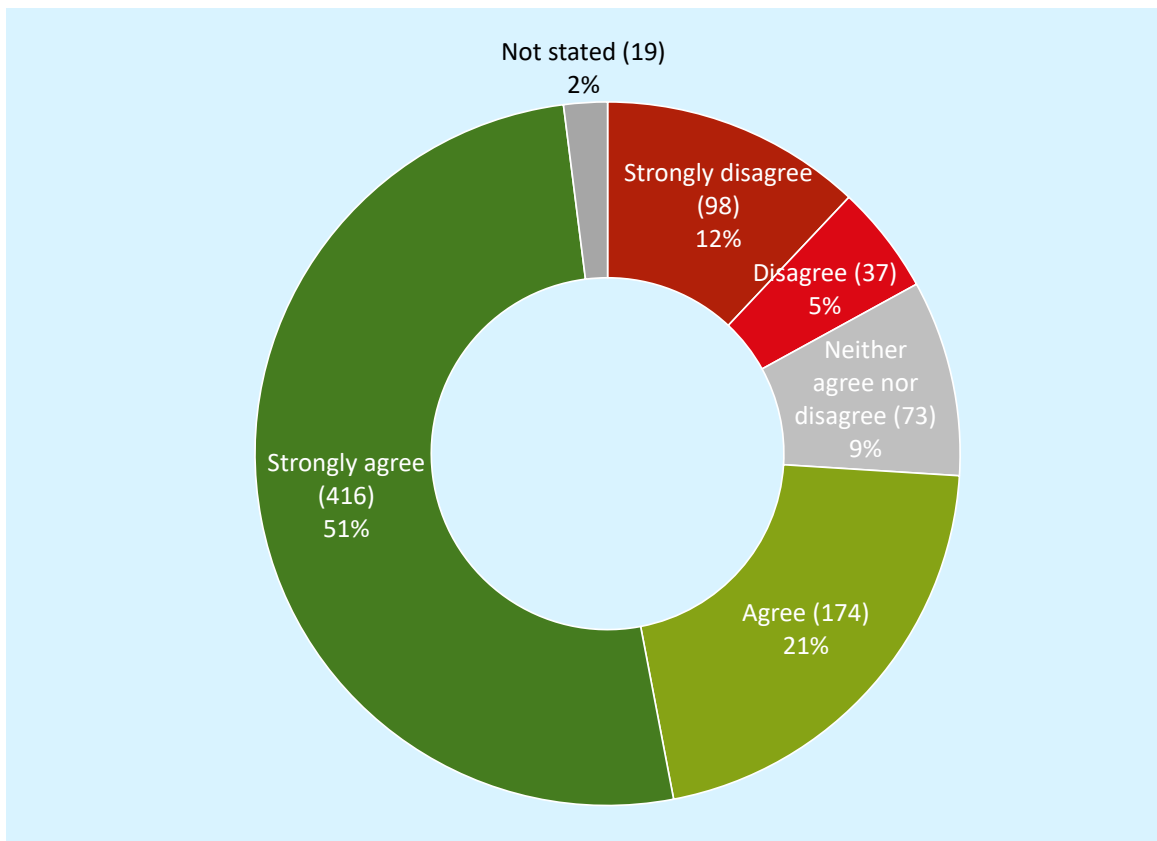
Respondents were then asked for their views on each option.

The need to improve traffic flow through M60 Junction 18 Simister Island Interchange

When asked “To what extent do you agree that we need to improve traffic flows through junction 18 of the M60”, 590 (72%) strongly agreed or agreed and 135 (17%) disagreed or strongly disagreed.

The details are shown in Figure 10.

Figure 10: Question 6 – To what extent do you agree that we need to improve traffic flows through junction 18 of the M60

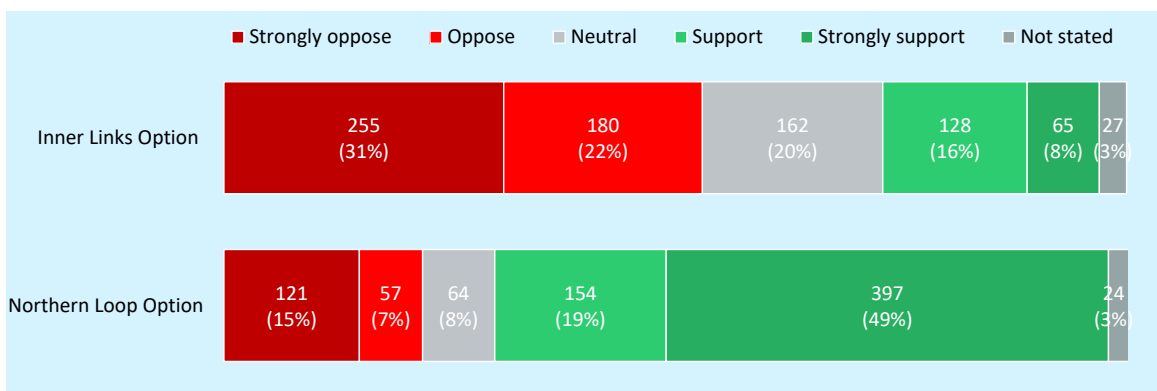


This chart was created from all 817 who responded to the consultation

What option they prefer

There was a clear preference for the Northern Loop option over the Inner Links option, with 397 strongly supporting the Northern Loop option compared to 65 strongly supporting the Inner Links option.

Figure 11: Support for each of the options



This chart was created from 817 who responded to the consultation

The following sections give more details on the response to each of the two options.

The Northern Loop option

The consultation questionnaire introduced the Northern Loop option as follows:

“Northern Loop option

New loop structure from M60 eastbound to M60 southbound, realignment of slip road from M66 southbound to M62 eastbound, new free flow-link from M60 northbound to M60 westbound, conversion of hard shoulders to running lanes between junctions 17 and 18 and renewal of traffic signals, signs and street lighting at junction 18.”

When asked which response best represented their views on the Northern Loop option, 551 (67%) chose strongly support or support and 178 (22%) chose oppose or strongly oppose. Sixty-four (8%) gave a neutral response and 24 (3%) did not express an opinion.

The details are shown in Figure 11.

Additional comments received

Respondents were then invited to provide any comments they wished to add.

A total of 434 respondents gave additional comments about the Northern Loop option.

There was a mixture of positive and negative comments about the Northern Loop option. The most frequent positive comments related to it being the more beneficial solution (122 responses), that it would improve traffic flows (95 responses), that it was an effective simple design (57 responses) and being in favour of free-flowing links (42 responses).

The most frequent negative comments were about the design being inadequate (108 responses), being against using the hard shoulder (81 responses), safety issues – meaning there is potential for accidents (68 responses) and cost (50 responses).

The following quotes illustrate the findings⁵:

■ It is the more beneficial solution:

“This option seems to improve traffic flow the most.”

Living in the local consultation area, car user 3 days a week, commuting and shopping journeys, evening peak and off-peak travel.

“The loop is the only way. It will keep the traffic flowing. The other option keeps the traffic stop/starting.”

Living in the local consultation area, daily car user, commuting, shopping, leisure and long-distance journeys, peak and off-peak travel.

⁵ Please note that the quotes are a direct copy of the text received.

■ Improves traffic flows:

“This option will ease the traffic flow better than the Inner Link option, as the Inner Link option will still involve the (modified) roundabout and I foresee the extra traffic lights will be awful and add to extra confusion and stress.”

Living outside the local consultation area, daily car user, long distance journeys, off peak travel.

“This is exactly what is required, the loop will eliminate the issues of a roundabout and stop congestion caused by issues with southbound traffic on the M62.”

Living outside the local consultation area, car user, frequency not stated, leisure and long-distance journeys, off peak travel.

■ An effective simple design:

“Looks like it will be easier and more cost effective to build.”

Living in the local consultation area, daily car user, shopping and leisure journeys, peak and off-peak travel.

“A simple and neat option maximising free flow.”

Living outside the local consultation area, daily car user, commuting, business and long-distance journeys, peak and off-peak travel.

■ In favour of free-flowing links:

“Free flow will surely reduce queues as opposed to stop/start of traffic signals.”

Living in the local consultation area, car user, shopping and leisure, journeys, no other information provided.

“I prefer these proposals as they provide a free-flow layout in both directions of the M60. A neat solution to a tricky problem.”

Living outside the local consultation area, twice weekly car user, commuting and leisure travel journeys, off peak travel.

■ Use of the hard shoulder:

“The conversion of the hard shoulder to a permanent lane presents to a significant health, safety and noise risk to the 34 properties at Prestfield Court. Currently, there is only wooden fencing, and this would need to be addressed to stop further noise pollution and the risk of any vehicle breaching the fence and making contact with a property.”

Living in the local consultation area, 6 days a week car user, commuting, leisure and long-distance journeys, off peak travel.

“Getting rid of hard shoulders on this extremely busy area will mean further hold ups when cars break down.”

Living in the local consultation area, 5 days a week car user, shopping and leisure journeys, off peak travel.

■ Safety issues - potential for accidents:

“All lanes running is a concern due to lack of safety.”

Living in the local consultation area, 4 days a week car user, commuting journeys, peak and off-peak travel.

“This is a ridiculous waste of taxpayer money, simply to improve one lane to the M60 Stockport without considering the dangers to eastbound M62 Traffic at J14-17.”

Living outside the local consultation area, daily car user, commuting, business, school run and long-distance journeys, morning peak travel.

■ Cost:

“I think this is timely given the pandemic. Appreciate a lot of work will have gone into the proposals but as we know we're stepping into a 'new norm' so don't expect the volume of traffic will remain if the proposals go ahead There will be months, maybe years of disruption for potentially little gain given traffic patterns are likely to change in the coming years. I think it's really short sighted if we go ahead now with any changes.”

Living in the local consultation area, daily car user, commuting, business, shopping, leisure and long-distance journeys, peak and off-peak travel.

“I would, however, suggest that the new two-lane link road for M60 anticlockwise traffic is unnecessary as there is already a free flow link road for M60 anticlockwise traffic. This is currently marked as one lane but could be remarked as two lanes (replacing the current hard shoulder and hatching). This would cost much less than building a new link road with associated earthworks to do essentially the same thing.”

Car user, long distance journeys, no other information provided.

■ Inadequate design, requiring amendments:

“Still concerned that this doesn't deal with the issue of traffic joining at junction 17 and cars moving across each other.”

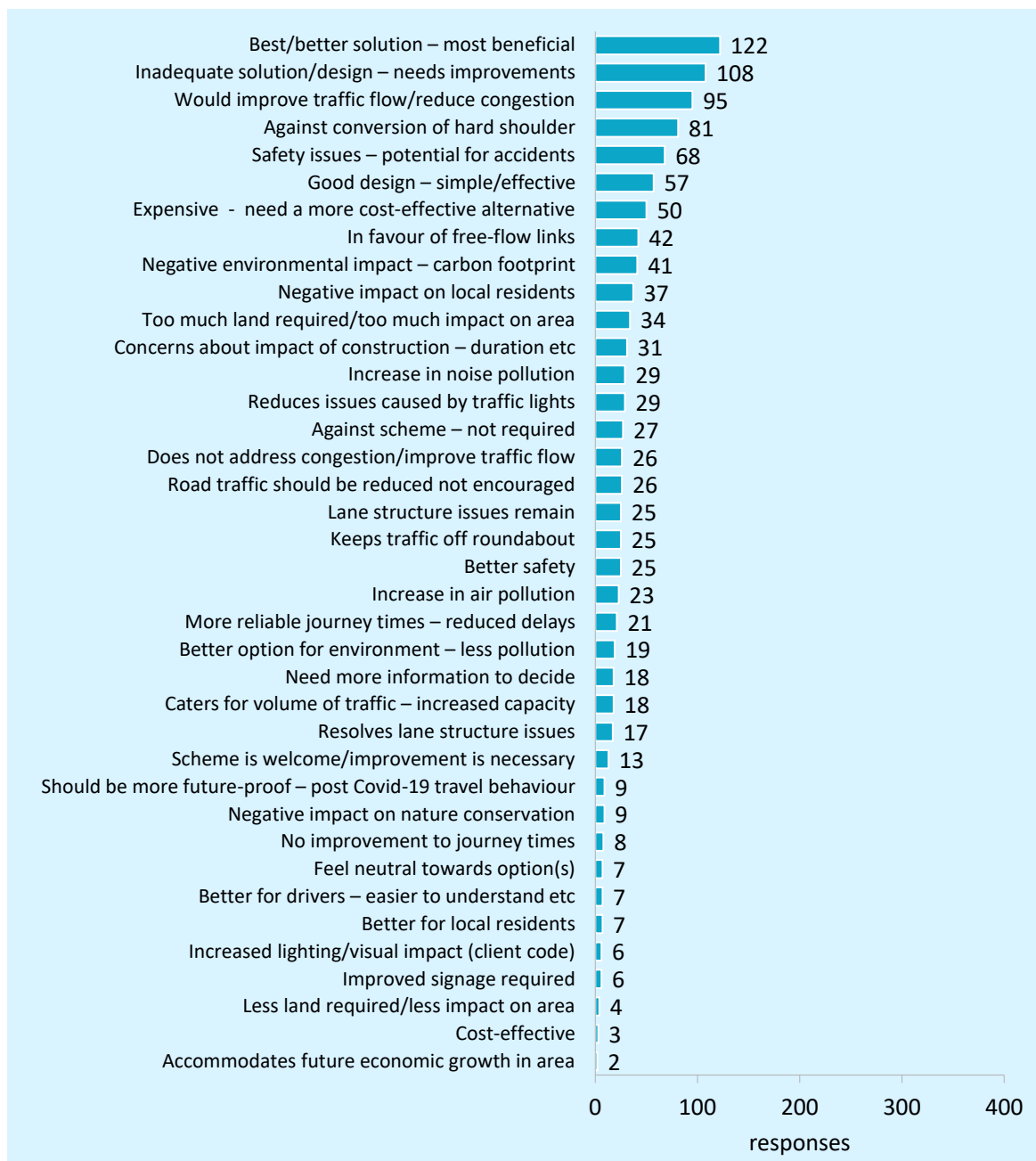
Living in the local consultation area, daily car user, commuting, shopping, leisure and long-distance journeys, evening peak and off-peak travel.

“Whilst I support everything to improve the flow of traffic [at] this junction, unless you increase capacity approaching the junction from the M60 Northbound to at least 4 lanes, 2 for the M62 towards Leeds and 2 for the M60 Westbound, I anticipate there will be very little difference.”

(95) Living in the local consultation area, 5 days a week car user, commuting journeys, evening peak travel.

For ease of review, the summary of views expressed are shown in Figure 12.

Figure 12: Question 7b - Please provide any comments you wish to add (Open question)



This chart was created from 434 who answered Question 7b
 NB: More than once code could be assigned to each response

Variations in views expressed about the Northern Loop option

Analysis of the codes allocated to the open responses by time of use of the junction and whether live within the local consultation area is shown below.

Weekend and weekday off peak users objected more to the loss of the hard shoulder than weekday morning and weekday evening peak users:

- 52 out of 240 weekend anytime users and 65 out of 314 weekday off peak users
- 25 out of 191 weekday morning peak users and 25 out of 212 weekday evening peak users.

The same division of opinion existed in relation to the potential for accidents:

- 48 out of 240 weekend anytime users and 53 out of 314 weekday off peak users
- 20 out of 191 weekday morning peak users and 24 out of 212 weekday evening peak users.

More of those living outside the local consultation area indicated that the Northern Loop option was the best solution than those living inside the local consultation area:

- 77 out of 222 living outside the local consultation area
- 42 out of 201 living in the local consultation area.

More of those living outside the local consultation area expressed the view that the design needs to be improved than those living inside the local consultation area:

- 68 out of 222 living outside the local consultation area
- 34 out of 201 living in the local consultation area.

The coded responses to the open question on the Northern Loop option indicates that more of those living in the local consultation area are concerned about the environmental impacts of the scheme than those living outside the local consultation area as Table 6 shows.

Table 6: Variation in environmental concerns by whether live in the local consultation area or not

Concern	Those living in the local consultation area(number)	Those living outside the local consultation area(number)
Negative impact on local residents/roads/properties	31	4
Increase in noise pollution	26	2
Too much land required	22	10
Increase in air pollution	19	3
Impact on nature conservation	8	1
This table was created from all who answered Question 7b and who also gave their postcode	201	222

The Inner Links option

The Inner Links option was introduced in the consultation questionnaire as follows:

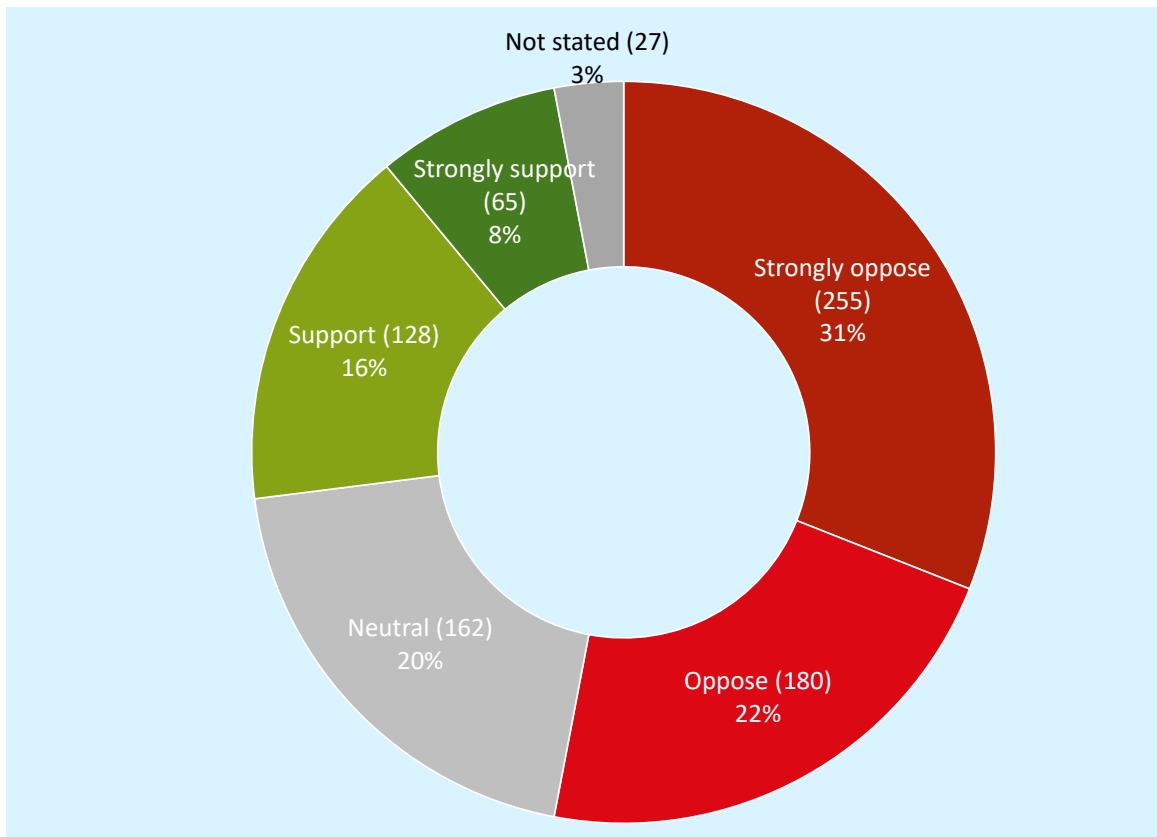
“Inner Links option

New free-flow slip road from M60 eastbound to M66 northbound, widening of roundabout at junction 18, new free-flow link from M60 northbound to M60 westbound, conversion of hard shoulders to running lanes.”

When asked which response best represented their views on the Inner Links option, 193 (24%) chose strongly support or support and 435 (53%) chose oppose or strongly oppose. One hundred and sixty-two (20%) gave a neutral response and 27 (3%) did not express an opinion.

The details are shown in Figure 13.

Figure 13: Question 8a – Please tick one of the following boxes which best represents your views on the Inner Links option:



This chart was created from all 817 who responded to the consultation

Additional comments received

Respondents were then invited to provide any comments they wished to add.

A total of 430 respondents gave additional comments about the Inner Links option.

Overall, seven of the 40 categories of comments were positive, and the remainder were negative.

The main negative comment about the Inner Links option was that it did not address congestion or improve the traffic flow (102 responses).

Other negative comments concerned it being an inadequate solution (85 responses), safety concerns (77 responses), too confusing for drivers (75 responses) and issues with the traffic lights (70 responses).

Other negative comments, with between 40 and 60 responses each, concerned being against the use of the hard shoulder (55 responses), that it was not cost-effective or a waste of money (55 responses), concerns with the construction phase (47 responses) and perceived problems with the lane crossing and lane structure (43 responses).

The main positive comments about the Inner Links option were that it was a reasonable/workable solution (36 responses), it was the best option (26 responses) and that it used less land or would have less impact on the area (21 responses).

The following quotes illustrate the main negative comments about the Inner Links option⁶:

■ Does not address congestion:

“Although cheaper than 'Northern loop'. I feel that it doesn't fully solve the Simister island junction problems. A piecemeal solution and a cop- out. More disruptive to Simister Village and poorer flow for motorway users, of which I am one.”

Living in the local consultation area, daily car user, shopping, leisure, and long-distance journeys, peak and off-peak travel.

“We would like to see road loops which would remove the need for traffic signals, these would enable free flowing traffic. The M11 / M25 interchange is a good example of this working.”

Living in the local consultation area, daily car user, shopping, leisure and long-distance journeys, peak and off-peak travel.

■ Inadequate solution – improvements needed:

“From my experience of this junction, traffic turning left on to M66 north is not the problem. This scheme does not address the right turning traffic on to M60 south, which is what seems to cause the congestion.”

Living in the local consultation area, daily car user, shopping, leisure and long-distance journeys, peak and off-peak travel.

“Unless it is considerably cheaper or is anticipated to be considerably more future-proof, the gyratory system seems to be a second-best option, which will always slow-down or stop the flow of traffic. Traffic flow between the M60 and M62 along the main carriageway of the 'old M62 is relatively straightforward. The main

⁶ Please note that the quotes are a direct copy of the text received.

bugbear is traffic attempting to remain on the route of the M60, when traversing Simister island. Dedicated slip roads which pass traffic, unfettered by junctions, crossings and traffic-lights, seem to be a much more satisfactory method of relieving this particular problem, than improving traffic-flow at a series of traffic lights which are inevitable slowing down or stopping the flow of traffic and creating bottlenecks.”

Living in the local consultation area, daily car user, shopping, leisure and long-distance journeys, peak and off-peak travel.

■ Safety - potential for accidents:

“The proposal to convert the hard shoulder between junction 17/18 is dangerous and should be abandoned.”

Living in the local consultation area, daily car user, leisure journeys, off peak travel.

“The plan is likely to increase confusion as to which lane to be in to go South on M60 or East on M62. Lane crossing will again be a safety issue.”

(141) Living in the local consultation area, 3 days a week car user, leisure journeys, off peak travel.

■ Traffic lights issues:

“A good second best - but would still cause delays because of the roundabout and lights.”

Living in the local consultation area, daily car user, commute, shopping and leisure journeys, off peak travel.

“This option is less preferable. It is considered unlikely to provide the same level of operational performance benefits as the Northern loop - suggesting a reduced design life. Reliance on traffic signals is also likely to continue to limit journey time reliability. Delivery of this option would represent a 'false economy' and a major missed opportunity at this key strategic motorway interchange.”

Living outside the local consultation area, daily HGV user, purpose of journeys not specified, peak and off-peak travel.

■ Confusion for drivers:

“I believe this option will cause more confusion. This roundabout already causes trouble for drivers that don't understand the lanes, increasing frustration. I also think this will include mass congestion if/when the construction of the new bridges starts as already stated this is very busy roundabout.”

Living outside the local consultation area, 1 day a week car user, commuting journeys, morning peak and off-peak travel.

“Users in wrong lanes on the existing roundabout already causes issues with drivers wanting to lane change etc. Having extra choices for drivers to make on the roundabout will only increase chances of wrong lane choices etc.”

Living outside the local consultation area, weekday car user, commuting, leisure and long-distance journeys, peak and off-peak travel.

■ Use of the hard shoulder:

“Removing the hard shoulder does not appear a good option in any circumstances. A breakdown on a live lane leads to increased congestion and it would not be as safe as present.”

Living in the local consultation area, 6 days a week car user, leisure journeys, peak and off-peak travel.

“My property is right next to the motorway on the anti-clockwise between junctions 18 and 17 and I DO NOT want 5 running live lanes because the traffic will be nearer to my house than it is now. With no hard shoulder there will be MORE NOISE, Vibrations and an Increase in air pollution nearer to my property.”

Living in the local consultation area, 6 days a week car user, commuting, business, leisure and long-distance journeys, peak and off-peak travel.

■ Lane crossing/lane structure:

“Too many options for traffic cutting across lanes if found in incorrect lane.”

Living outside the local consultation area, daily car user, commuting business and long-distance journeys, peak and off-peak travel.

“Additional lanes would introduce further confusion amongst drivers and will be affected still by other vehicles blocking junctions.”

Living outside the local consultation area, weekday car user, shopping, leisure and long-distance journeys, peak time travel.

■ Waste of money:

“This option is less preferable. It is considered unlikely to provide the same level of operational performance benefits as the Northern loop - suggesting a reduced design life. Reliance on traffic signals is also likely to continue to limit journey time reliability. Delivery of this option would represent a 'false economy' and a major missed opportunity at this key strategic motorway interchange. “

Living outside the local consultation area, 6 days a week HGV user, commuting, business and long-distance journeys, peak and off-peak travel.

“It’s a lot of money and disruption that doesn’t address the actual problem - M60 through traffic should not go through a light-controlled roundabout. If this option wins it is only a matter of time before the same problems return. I feel this is just a sticking plaster solution, if money has to be spent and land dug up let’s do it once and fix the problem.”

Living in the local consultation area, 6 days a week car user, commuting, business, shopping, leisure and long-distance journeys, peak and off-peak travel.

■ Construction phase:

“There will also be years and years of night-time working bringing disruption to our sleep. This is already going on after 5 years of improvements.”

Living in the local consultation area, 6 days a week car user, commuting and long-distance journeys, morning peak and off-peak travel.

“While this is a better option than do nothing, I cannot see the point of the cost to public and inevitable inconvenience of building works, if it is likely to have less impact. Especially as traffic levels are predicted to grow over time.”

Living in the local consultation area, 6 days a week car user, long distance journeys, peak and off-peak travel.

The following quotes illustrate the main positive comments about the Inner Links option⁷:

■ A reasonable/workable solution:

“Not as good as the Northern Loop option but better [than] nothing if cost was a big factor in the decision.”

Living in the local consultation area, 6 days a week car user, commuting, business, leisure and long-distance journeys, peak and off-peak travel.

“I can see this may make some improvements. However, it does not address my issue [which] is journey time travelling clockwise round the M60 through this junction.”

Living in the local consultation area, 4 days a week car user, commuting journeys, peak and off-peak travel.

■ Less land used/less impact on the area:

“Less land usage (than Northern Loop option) - less disruption to wildlife and residents.”

Living in the local consultation area, weekday car user, commuting, leisure, and long-distance journeys, peak and off-peak travel.

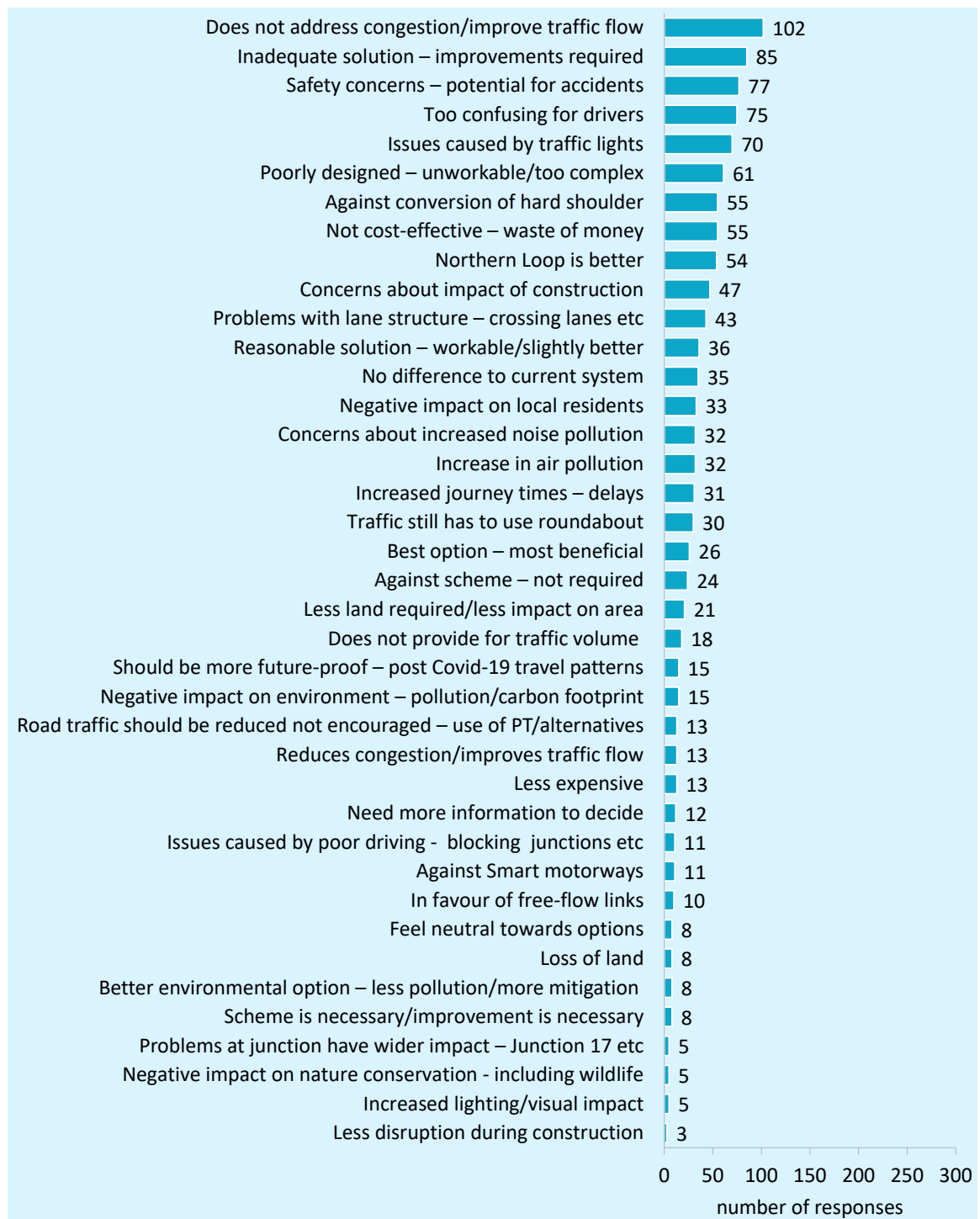
“It also has a lower impact on the greenbelt land take and minimal impact on the local ecology and environment.”

Living in the local consultation area, weekday car user, commuting, business, leisure and long-distance journeys, peak and off-peak travel.

⁷ Please note that the quotes are a direct copy of the text received.

For ease of review, the summary of views expressed are shown in Figure 14.

Figure 14: Question 8b – Please provide any comments you wish to add



This chart was created from 430 respondents who answered Question 8b

NB: More than once code could be assigned to each response

Variations in views expressed

More of those living outside the local consultation area than those living inside the local consultation area were of the view that the Inner Links option does not address congestion (71 out of 233 living outside the local consultation area compared to 29 out of 186 living in the local consultation areas).

More of those living outside the local consultation area than those living inside the local consultation area held the view that the scheme was too confusing for drivers (55 out of 233 living outside the local consultation area compared to 20 out of 186 living inside the local consultation area) and that the scheme is too complex (51 out of 233 living outside the local consultation area compared to 8 out of 186 living in the local consultation area).

Those living in the local consultation area had some of the same concerns about the environmental impacts of this option as they had about the North Loop option (see Table 7).

Table 7: Variation in environmental concerns by whether live inside the local consultation area

Concern	Those living in the local consultation area (number)	Those living in the local consultation area (number)
Increase in noise pollution	27	4
Negative impact on local residents	28	4
Increase in air pollution	22	8
This table was created from all who answered Question 8b and who also gave their postcode	186	233

As was the case with the Northern Loop option, more weekend anytime and weekday off peak users objected to the loss of the hard shoulder than weekday morning peak users and weekday evening peak users:

- 46 out of 315 weekend anytime users and 36 out of 231 weekday off peak users
- 18 out of 198 weekday morning peak users and 16 out of 220 weekday peak evening users.

3.5 What is Important to Respondents and Concerns about Particular Issues

After the specific questions on the two options the following question (Q9) was posed:

“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. (You may include issues such as road safety, journey time, congestion, construction, landscape and scenery, impact on residential properties, air quality and noise).”

A total of 515 respondents gave feedback.

The concerns expressed tended to repeat those made in the responses to earlier questions. The two most widely cited were:

- The need to address congestion (162 responses)

- Concerns about air pollution (147 responses).

A number of other environmental concerns were raised, including:

- Noise pollution (122 responses)
- Negative impacts on residents (115 responses)
- The carbon footprint (73 responses)
- Negative impact on the landscape (61 responses)
- Loss of land (25 responses)
- The impact on nature conservation (20 responses).

Other key concerns were:

- Safety (133 responses)
- Losing the hard shoulder (74 responses)
- Avoiding accidents (28 responses)
- Avoiding confusion for drivers (25 responses).

Another key concern was the construction phase impacts on the area and the duration of works (23%).

More of those living inside the local consultation area were concerned about the loss of the hard shoulder than those living outside the local consultation area:

- 48 out of 237 living inside the local consultation area
- 24 out of 259 living outside the local consultation area.

The following quotes illustrate the findings⁸:

- Address congestion/improve traffic flow:

“Congestion during construction - having had years doing ‘Smart’ road.”

Living in the local consultation area, daily bus user, shopping, leisure and long-distance journeys, peak and off-peak travel.

“Working in East Lancashire and commuting from North Manchester, ease of movement from the M60 to M66 and the converse is important to me.”

Living in the local consultation area, weekday car user, commuting, business and leisure journeys, peak and off-peak travel.

⁸ Please note that the quotes are a direct copy of the text received.

*“The proposed work will benefit in the following ways:
Environmental- better traffic flow, less pollution, safety, Journey
time, congestion improvement - especially at peak flow. It is a vital
improvement. Local employment at a stressed time!”*

Living in the local consultation area, daily car user, commuting, business, shopping, leisure and long-distance journeys, peak and off-peak travel.

■ Air pollution:

*“I think it will impact on the surrounding area air quality/noise
pollution and increased journey times during congestion.”*

Living in the local consultation area, daily car user, shopping, leisure and long-distance journeys, peak and off-peak travel.

*“Also, what will be the impact of air pollution to the two schools on
Heywood Road/ Simister one? St Margaret’s Primary School will be
will affected every weekday for months of the year. Also, the local
houses along the planned scheme with noise and air pollution.”*

Living in the local consultation area, 3 days a week car user, leisure journeys, morning peak and off-peak travel.

“Noise/ air pollution for local residents will increase.”

Living in the local consultation area, 5 days a week car user, leisure and long-distance journeys, off-peak travel.

■ Noise pollution:

*“The noise at night when there are roadworks on the motorway are
dreadful! How long will this continue?”*

Living in the local consultation area, daily car user, shopping and long-distance journeys, off-peak travel.

*“Residential properties: Following the last lot of work to implement
the Smart Motorway, you left fencing that’s collapsing and
increased noise levels. Why should we accept you wanting to install
running lanes even closer to our homes?”*

Living outside the local consultation area, 3 days a week car user, leisure and long-distance journeys, off-peak travel.

*“A free flow loop should help reduce journey times and congestion,
and improve safety (drivers less likely to take risks to save a few
seconds or avoid having to stop at lights again) and noise and air
quality (less idling, and less acceleration / deceleration going
through the junction).”*

Living outside the local consultation area, daily car and HGV user, commuting, business, shopping, leisure and long-distance journeys, morning peak and off-peak travel.

■ Safety:

*“I’m not too sure on all lanes live, safety issues come to mind.
Couldn’t it be live during the rush hour period only. I genuinely*

believe people with all the information drivers are taking in it will cause more problems.”

Living in the local consultation area, daily car user, commuting and shopping journeys, peak and off-peak travel.

“Of course, road safety concerns are important, but we should be encouraging less not more car use.”

Stakeholder.

■ Importance of hard shoulder:

“We don't want to see the closure of hard shoulder since the closure of hard shoulders on smart motorway s there have been too many accidents.”

Living in the local consultation area, 3 days a week car user, shopping, leisure and long-distance journeys, off-peak travel.

“Again, I want to highlight that widening to 5 lanes I do not feel is beneficial, and will be a danger, it will not improve traffic flow due to the very poor lane discipline of drivers.”

Living outside the local consultation area, 4 days a week car user, business, leisure and long-distance journeys, evening peak and off-peak travel.

■ Construction phase:

“During construction I would be a little concerned as to the impact over the two years on my journey times. However, no pain no gain!”

Living in the local consultation area, 6 days a week car user, commuting, leisure and long-distance journeys, peak and off-peak travel.

“Most of the works should be carried out overnight and over a 7 day a week period to get this project finished quickly as possible.”

Living outside the local consultation area, daily car user, commuter journeys, peak time travel.

■ Negative impact on local residents/roads/properties:

“Impact on residential properties is an understandable issue, but if steps are taken to minimise this, or give residential areas meaningful screening then that might soften any negatives.”

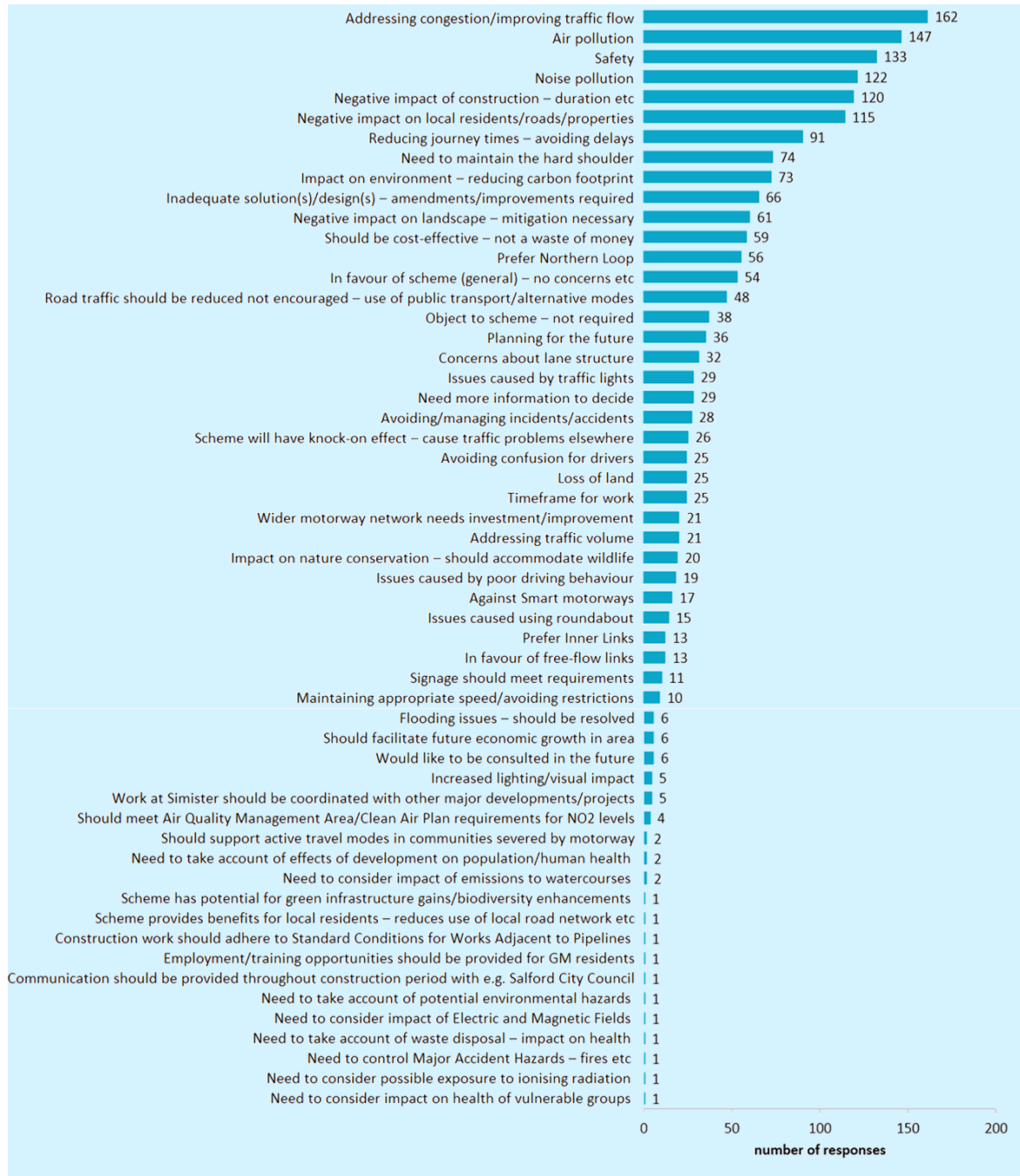
Living in the local consultation area, car user, no frequency of use information given, leisure journeys, no travel time information given.

“The consultation brochure suggests the scheme has little impact on noise. Does this include residents of Prestfield Court? Here, the westbound HGVs between J17 and J18 are now some 3.5m closer to the building and the new gantry is likely to require a significant amount of the current trees to be removed?”

Living outside the local consultation area, Saturday car user, long-distance journeys, off-peak travel.

For ease of review, the summary of views expressed are shown in Figure 15.

Figure 15: Question 9 - 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. (You may include issues such as road safety, journey time, congestion, construction, landscape and scenery, impact on residential properties, air quality and noise)



This chart was created from 515 who answered Question 9
 NB: More than once code could be assigned to each response.

Variations in views expressed

Those living in the local consultation area were much more concerned about environmental issues than those living outside the area as Table 8 shows.

Table 8: Variation in environmental concerns by whether living inside the local consultation area

Concern	Living inside the local consultation area (number)	Living outside the local consultation area (number)
Air pollution	94	45
Noise pollution	91	24
Negative impact on local residents/roads/properties	89	22
Negative impact on landscape – mitigation necessary	40	21
Impact on nature conservation	13	5
This table was created from all who answered Question 9 and who also gave their postcode	237	259

3.6 Respondent Feedback on the Consultation Process

Respondents were asked about the following aspects of the consultation process:

- Views on the material provided
- How they found out about the consultation and how they found out more about the scheme
- How to engage with them in the future.

The questions were introduced as follows:

“To help us improve how we consult in future, we would be grateful if you could answer the questions below.”

Perceptions of the scheme webpage and consultation materials

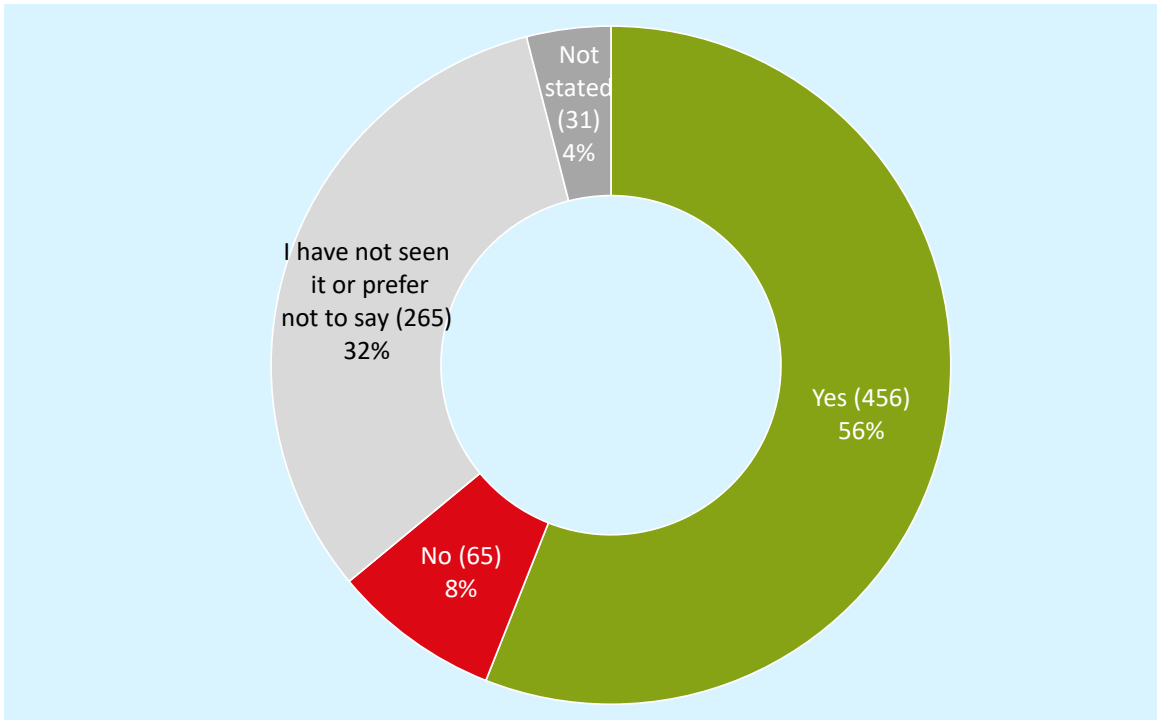
Respondents were asked “If you have seen our scheme webpage online, did you find it useful and engaging?” The majority of respondents who expressed an opinion were positive about the scheme webpage:

- 456 (56%) found the scheme web page useful and engaging
- 65 (8%) did not find it useful and engaging.

Nearly a third (265 responses, 32%) answered ‘I have not seen it or prefer not to say’ and 31 (4%) did not answer the question.

The full breakdown of the findings is shown in Figure 16.

Figure 16: Question 11 – If you have seen our scheme webpage online, did you find it useful and engaging?



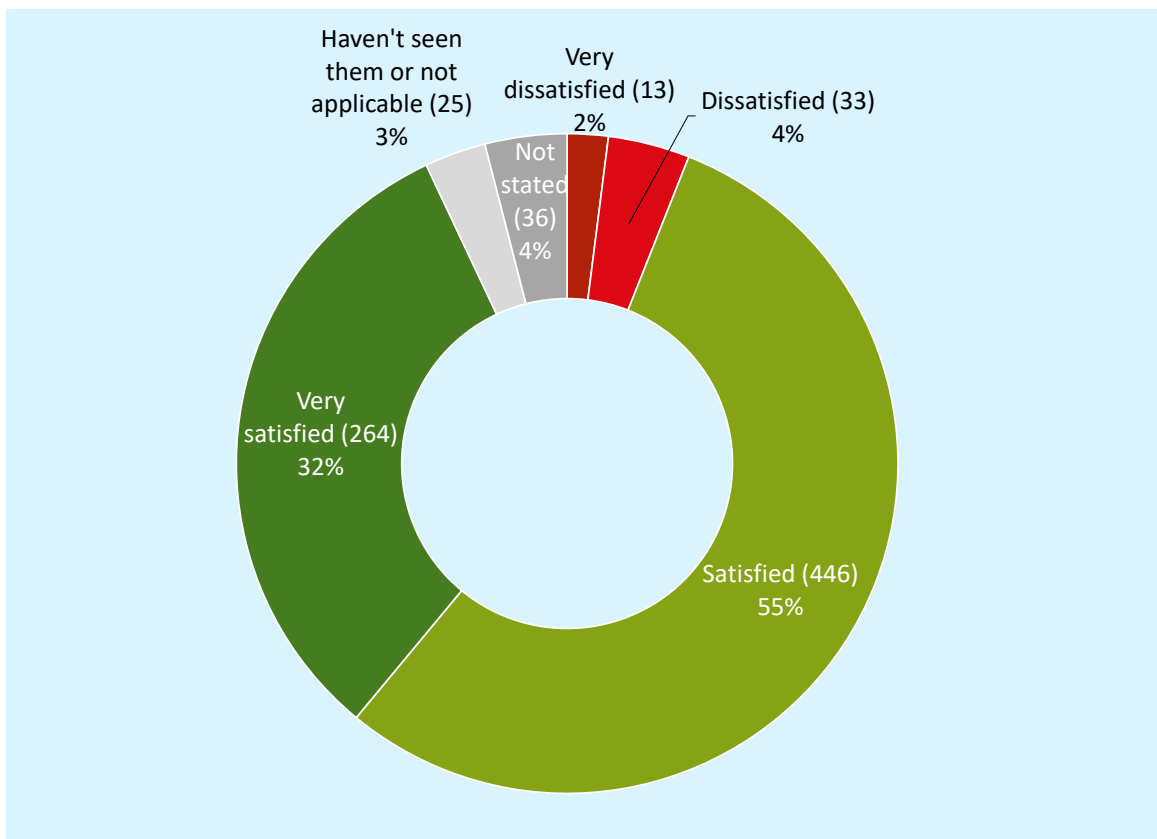
This chart was created from all 817 who responded to the consultation

Respondents were asked:

“How satisfied are you with the format and information provided in the consultation materials?”

Almost 90 per cent (710 respondents) were satisfied with format and information provided in the consultation materials: 32% (264 responses) were very satisfied and 55% (46 responses) were satisfied. By contrast 6% (46 responses) were dissatisfied with them. (See Figure 17).

Figure 17: Question 13 - How satisfied are you with the format and information provided in the consultation materials?



This chart was created from all 817 who responded to the consultation

Finding out about the consultation

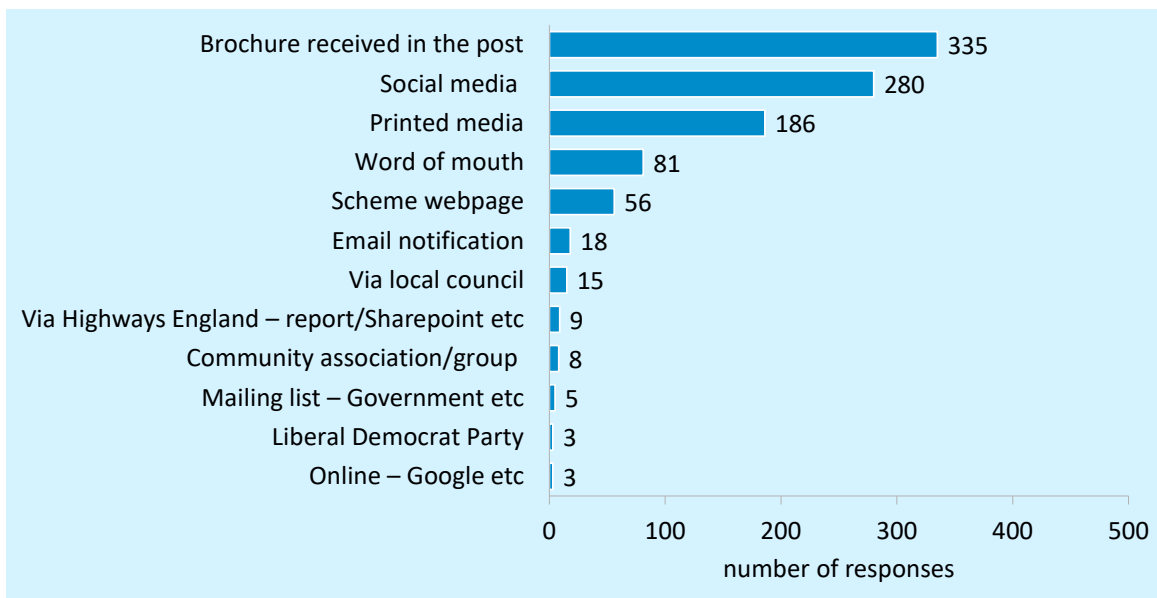
Respondents were asked:

“How did you hear about the consultation?”

The most common way was through a brochure received in the post. This was reported by 335 respondents. The next most frequently cited sources were social media (280 respondents) and printed media (186 respondents).

Figure 18 sets out the details of all the ways participants found out about the consultation.

Figure 18: Question 10 – How did you hear about the consultation? (tick all that apply)



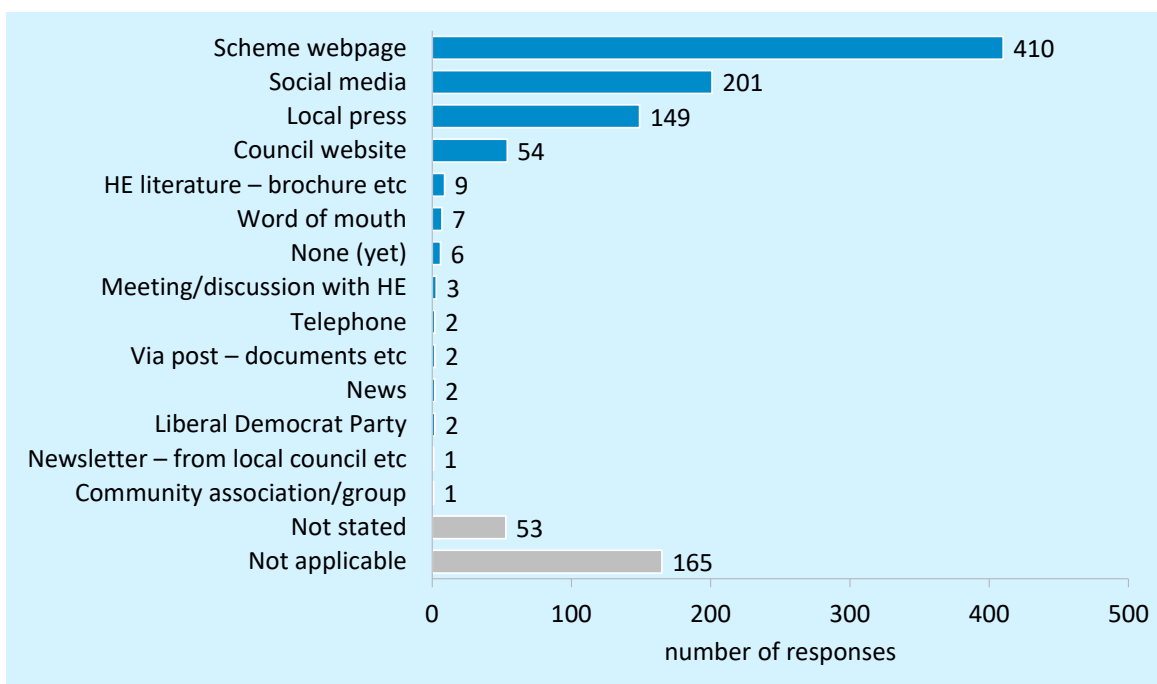
This chart was created from all 817 who responded to the consultation)

NB: More than once code could be assigned to each response.

One hundred and sixty-five respondents did not use any communication channels to find out more about the proposals and a further 53 did not answer the question.

The most commonly used communication channels for finding out more about the scheme were through the scheme webpage (410 respondents), by social media (201 respondents) and through the local press (149 respondents).

Figure 19: Question 12 – Which communication channel(s) have you used to find out more about the proposed scheme? (tick all that apply)



This chart was created from all 817 who responded to the consultation NB: More than once code could be assigned to each response.

Additional comments received

The final question on the consultation materials was the following open question:

“Please provide us with any comments you may have about the information presented within our materials, or the consultation process.”

Comments about the information provided were received from 186 respondents. They fell into two groups: comments about the information itself and comments about the scheme, which were covered in other questions.

The main positive comments about the information were that it was good in general (56 responses), it had good visuals (25 responses) and it was clearly laid out (20 responses).

The main negative comments about the information received were:

- Needing more information in general (31 responses)
- The information should focus on the needs of local people including compensation (22 responses)
- Environmental impacts not sufficiently covered (16 responses)
- Inadequate options provided for the scheme (15 responses)
- Air pollution levels not sufficiently covered (14 responses)
- Noise levels not sufficiently covered (14 responses).

The following quotes illustrate the main findings⁹:

- Good provision of information (general):

“The information regarding the 2 options at junction 18 has been good, both in the leaflet and the website. Concise, clear and easy to understand.”

Living in the local consultation area, 6 days a week car user, commuting, shopping, leisure and long-distance journeys, peak travel.

“It’s great to have such detail, it’s persuaded me that it’s not necessary.”

Living outside the local consultation area, weekday car user, business and long-distance journeys, evening peak and off-peak travel.

- Good visuals – brochure, diagrams, videos etc:

“The video simulations are really useful to help you get a feel for the scheme from various angles.”

Living in the local consultation area, 5 days a week car user, commuting and leisure journeys, peak time travel.

⁹ Please note that the quotes are a direct copy of the text received.

“I did not understand the options fully until I watched the two videos provided on the website.”

Living outside the local consultation area, 3 days a week car user, shopping and visiting friends and relatives' journeys, off-peak travel.

■ Need further information/detail:

“No cost analysis and limited risk assessment of constructions. No clear indication of all numbers of lanes. No mention of rest of motorways network. No information on public transport use of junctions and how to lessen traffic use. Environmental impacts not viewed in homogenous manor. Air pollution issues moved round system - so localised information not helpful in and of these. How does the scheme fit in with national and local plans for the transport and environment? Major incidents control seems omitted.”

Living in the local consultation area, 5 days a week car user, business, shopping, leisure and long-distance journeys, off-peak travel.

“Very good illustration with bird's eye view. I appreciate you are trying to simplify the video so that everybody can understand. But, if you could also provide virtual drive through view on the proposed lane, that would even be better.”

Living outside the local consultation area, 4 days a week car user, commuting and business journeys, peak time travel.

■ Focus should be on views of local residents:

“It would be much nicer if residents heard what was going on before it went out on national news and media.”

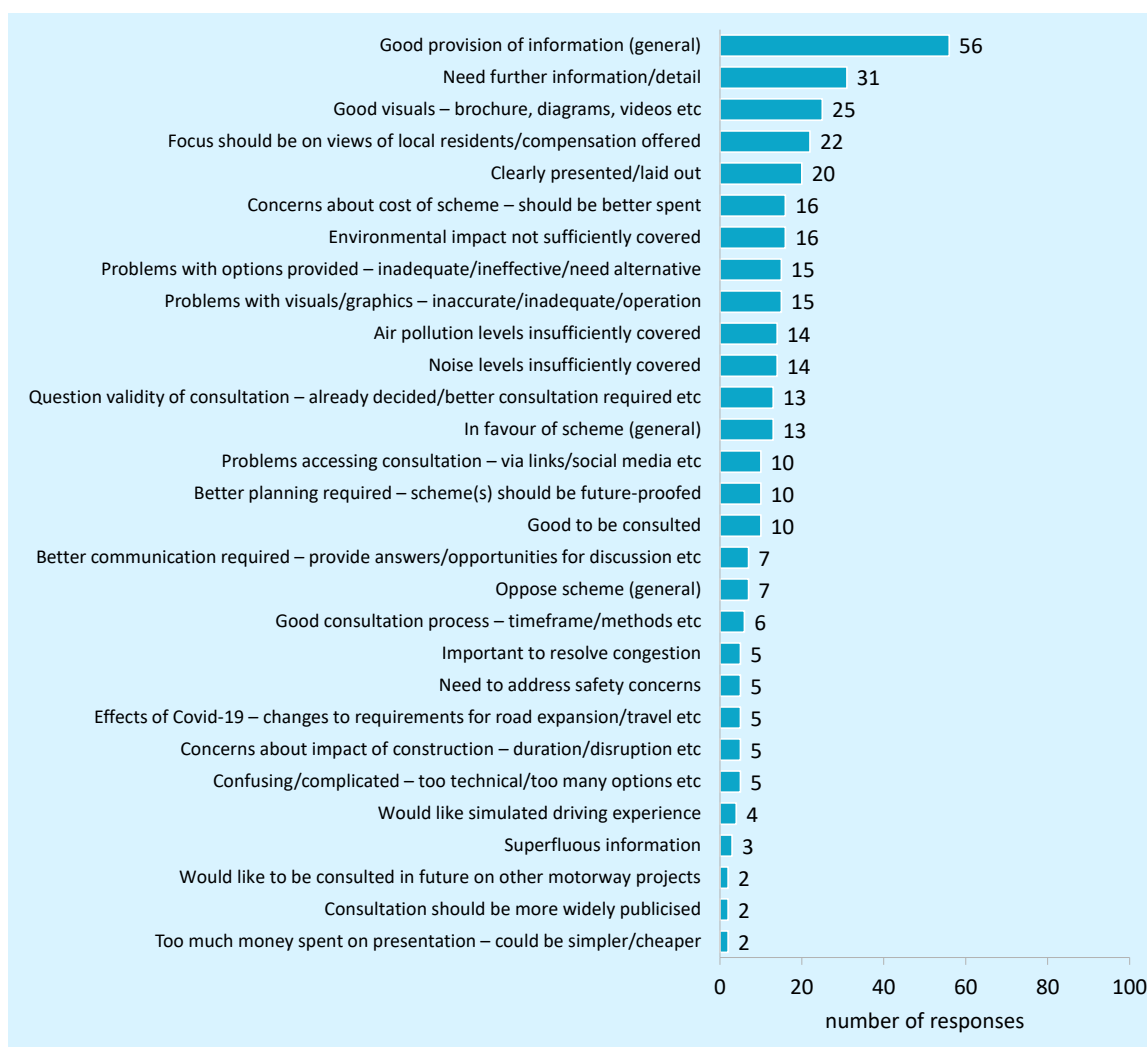
Living in the local consultation area, 6 days a week car user, leisure and long-distance journeys, off-peak travel.

“Residents / Communities / Health and Well Being have not been considered. Your proposals are based on traffic statistics not people.”

The respondent only wished to be identified as living in the local consultation area.

A summary of all the comments received are set out in Figure 20.

Figure 20: Question 14 – Please provide us with any comments you may have about the information presented within our materials, or the consultation process: (Open question)



This chart was created from 186 who answered Question 14
 NB: More than once code could be assigned to each response.

Variations in views expressed

Those living in the local consultation area have more concerns about the treatment of environmental issues than those living outside it (see Table 9).

Table 9: Variation in views about treatment of environmental aspects of the consultation by whether live in the local consultation area or not

Concern	Living in the local consultation area (number)	Living outside the local consultation area (number)
Focus should be on views of local residents/compensation	21	1
Environmental impact not sufficiently covered	14	2
Noise levels insufficiently covered	13	1
This table was created from all who answered Question 14 and who also gave their postcode	102	76

Future engagement

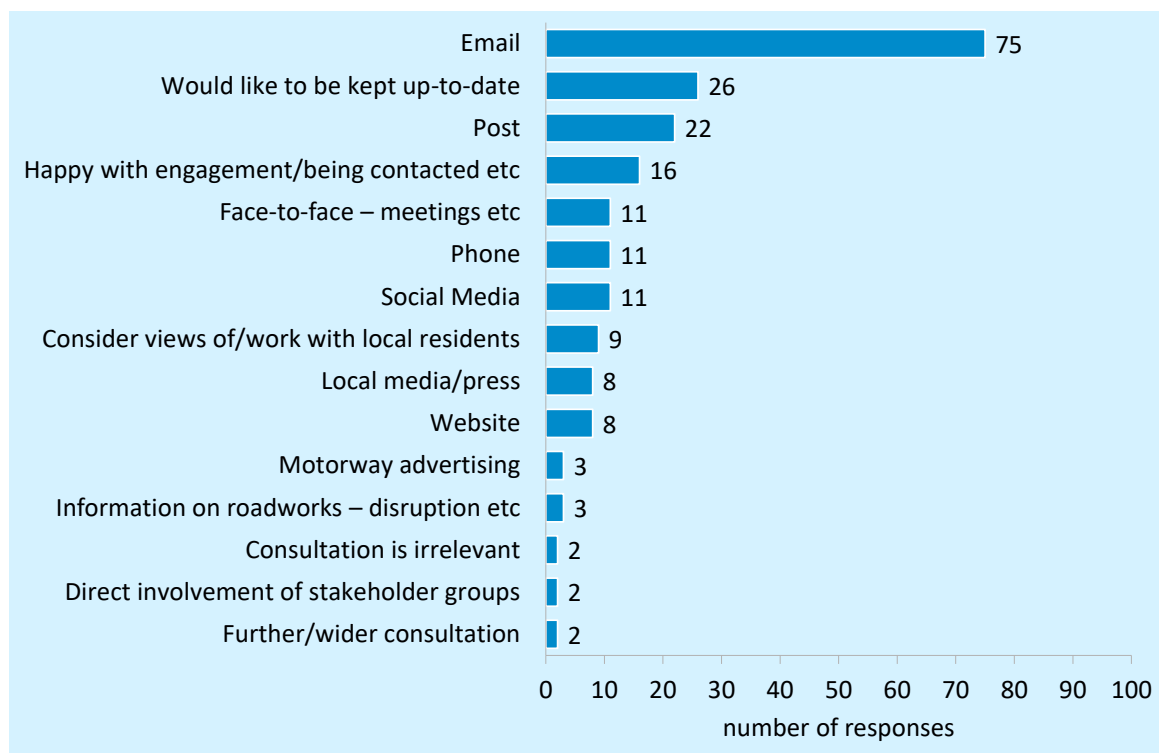
Out of the 817 respondents, 489 (60%) gave an email address to receive future updates.

The final question was “Please provide us with any comments on how we can engage with you in the future”.

A total of 158 out of 817 respondents gave comments on how Highways England can engage with them in the future.

Respondents who answered this question had a strong preference for communication by email, with 75 mentioning this. This was more than three times the second most popular method, post, which was suggested by 22 respondents. The full listing of preferred methods of engagement is set out in Figure 21.

Figure 21: Question 15 – Please provide us with any comments on how we can engage with you in the future: (Open question)



This chart was created from 158 who answered Question 15
NB: More than once code could be assigned to each response.

3.7 Emails and Letters from Stakeholders

The views expressed in emails and letters from stakeholders are summarised in this section.

Bury Council

Bury Council is a local authority.

Overall view of scheme: The proposed mitigation measures of both options were welcomed.

Current junction problems: The junction is a bottleneck on the motorway network during peak period congestion, particularly on M66 southbound and M62 westbound in the morning peak and on the M60 clockwise in the evening peak. This has a negative impact on local businesses as a high proportion of the peak traffic are goods vehicles. Incidents at the junction generally cause a significant transfer of traffic onto nearby local roads, especially the A56 and A58. This puts additional pressure to the already stretched local road network which is relatively low capacity. This adds to problems of severance, and associated air quality and noise impacts on local residents.

Need for upgrade: This should facilitate economic growth by enabling improved connectivity for businesses across the Greater Manchester conurbation and enable job and homes to be located in the right places.

Views on the proposals: The proposed mitigation measures of both options are welcomed as they seek to minimise additional noise, drainage and nature conservation impacts. However, the Council will work with partners to enable the upgrade to achieve reductions in NO₂ levels through improved traffic flow and by mitigation measures for local residents.

Manchester City Council

Manchester City Council is a local authority

Overall view of scheme: As the scheme does not directly impact Manchester, a response is not felt to be needed.

Transport for Greater Manchester

Transport for Greater Manchester is the public body responsible for co-ordinating transport services throughout Greater Manchester.

Overall view of scheme: Expressed a preference for the Northern Loop option.

Current junction problems: Congestion at peak times causes increased journey times. The particular impacts are on the M66 southbound in the morning peak and on the M60 clockwise in the evening peak. As a high number of goods vehicles use the junction, congestion has negative impacts on the regional economy.

Incidents at junction 18 are common due to the complex nature of the current layout and the volumes of traffic passing through it. Consequently, even minor incidents cause a rapid and significant build-up of traffic. Incidents cause a significant transfer of traffic onto nearby local roads, especially A56 and A58. This increases pressure on the already stretched local road network which is relatively low capacity. This adds to problems of severance, and associated air quality and noise impacts on local residents. There are two safety issues. Firstly, the current junction layout has a propensity towards low speed collisions and 'shunts'. Secondly, the extension of queues from the junction onto the M60 and M62 has the potential to create higher speed impacts with resulting increases in severity. M60 anti-clockwise south to west merge is a particular hazard for traffic. Diversion of high volumes of traffic, including many HGVs, onto lower standard local roads increases risks to vulnerable road users. The junction is one of the areas where the legal level of NO₂ are exceeded (or are at risk of being exceeded) and where there is risk of exposure to the general population.

Need for upgrade: This should facilitate economic growth by enabling improved connectivity for businesses across the Greater Manchester conurbation and enable job and homes to be located in the right places. The most significant proposed growth intervention in the northern areas is focused on the M62 North East Corridor from junction 18 to junction 21 (Milnrow), extending across parts of Bury, Rochdale and Oldham. This key location will deliver a nationally significant area of economic activity and growth.

Views on the proposals: Preference is for the Northern Loop option. Separation of the M60 to M60 movements in both directions will greatly improve capacity and significantly relieve pressure on the traffic signals within the junction. Conversion of the hard shoulder to a running lane between junctions 17 and 18 will improve capacity and reduce breakdowns in traffic flow and incident/collisions currently occurring due to the limited space for merging and diverging. Widening of the M66 southbound through junction 18 will provide an uplift in capacity from the current two-lane layout which can cause a bottleneck for traffic travelling between the M66 and M60 clockwise and will reduce issues with weaving and merging on the M66 approaching junction 18. This also contributes to meeting air quality objectives. Although more intrusive than the Inner Links option, appropriate and effective mitigation should protect residents of nearby properties from climate change and pollution concerns and the noise from motorised traffic. This can impact on the quality of life and deter people from walking and cycling.

The Inner Links option would provide additional capacity compared with current conditions. In particular because of the new free flow links and increase in the number of lanes. However, additional traffic signals on the junction 18 roundabout may contribute to increased journey times for some journeys at certain times of day. The Inner Links option would not provide the levels of improvement to capacity and resilience that are required, particularly given the future pressure that may fall on this junction as a result of development in the adjacent area.

The upgrade work needs to be co-ordinated with other projects to minimise disruption, including the Northern Gateway, SRN, LRN, public transport enhancement and the replacement of an aqueduct. Timing of the works should ensure alternative routes are clear of works and that the works have a comprehensive Travel Demand Management programme. This should ensure that users are made aware of potential disruption well in advance and are provided with

timely information on any delays or incidents in their vicinity and alternative travel options.

Rochdale Development Authority (RDA)

RDA is a local authority-controlled company of Rochdale Borough Council. It promotes inward investment, economic development and regeneration in Rochdale, Heywood, Middleton and in the surrounding area.

Overall view of scheme: Expressed a preference for the Northern Loop option.

Current junction problems: There is regular congestion on the M60 clockwise, extending back to J16 and J17. This affects reliability of journeys made into and through the Borough of Rochdale. The M66 southbound experiences regular congestion, partly due to HGV traffic from the South Heywood employment area, as well as further afield. There is a need to address northbound traffic on the M60 from Oldham, Ashton, Stockport and coming from the west on the M60/M62. There are local concerns about the levels of traffic leaving and accessing the motorway network at M60 junction 19, using the local road network to avoid junction 18.

Need for upgrade: The motorway network is critical to the existing and proposed employment opportunities within the Borough, including the Kingsway Business Park, Stakehill Distribution Park and the major new Greater Manchester Northern Gateway scheme in Heywood. Many existing residents rely on the motorway network to access job opportunities, education and leisure across Greater Manchester and beyond, and pass through Simister Island every day. The proposed improvements at junction 18, along with other planned or proposed improvements to the network will enhance the reliability of many journeys. This will provide benefits to businesses and contribute to local economic growth.

Views on the proposals: Preference is for the Northern Loop option. This, together with improvements at M62 junction 19 and M66 junction 3, offers the greater potential benefits to accommodate the scale of additional trips likely to be generated by the Northern Gateway proposals. The separation of the M60 orbital movements in both directions will significantly improve capacity, journey safety and reliability. Widening the southbound M66 through junction 18 will increase capacity from the current two-lane layout which can cause a bottleneck for traffic travelling between the M66 and M60 clockwise and will reduce issues with weaving and merging on the M66 approaching junction 18. The enhanced capacity will more easily accommodate the additional pressure which will be placed on junction 18 as a result of future economic growth within Rochdale and Bury. The changes to the M66 will also help to improve journey times and reliability of trips between Rochdale and the rest of Greater Manchester. The improvements to traffic flows that the scheme affords will help to mitigate the impacts of emissions from road traffic in the area by keeping that traffic flowing at more efficient speeds than is currently the case. The Inner Links option would not provide the required levels of improvement to capacity and resilience needed in this context. The introduction of additional traffic signals on the junction 18 roundabout may contribute to increased journey times for some journeys at certain times of day. It also lacks the scale of improvement to capacity on the M66 which may be needed to support the Northern Gateway. Highways England should future proof the design of any of the junction

18 proposals to support a new northerly motorway access into the Northern Gateway site, together with necessary improvements to M66 junction 3.

Any impacts of required diversionary routes during the construction period will need to be considered as well as the need for restrictions on a number of local roads within the Borough to minimise disturbance. The impacts of both options on nature conservation, noise, drainage and the water environment should be considered through the statutory planning process.

RDA requests early engagement with Highways England on the design of the selected option to assess the timing of any planned work in terms of the master planning and development of the Northern Gateway proposals.

United Utilities (UU)

United Utilities is responsible for water and wastewater services in the North West of England.

Views on the proposals: United Utilities submitted their standard conditions for work carried out over, under or adjacent to a UU Pipeline. It is UU company policy not to allow any building over UU Pipelines or water mains. Any such building or structure would compromise UU's obligation to maintain a constant water supply and, in particular, would obstruct UU's ability to respond in the event of a failure of the Pipeline. Building over mains also has potential risks to the health and safety of anyone who might be affected by a failure, including the occupants of buildings and road users.

Natural England

Natural England is a non-departmental public body. Its statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Views on the proposals: Natural England have no detailed comments to make about the proposal at this stage but want to be consulted in future.

Natural England has identified that this proposal may be suitable to benefit from its pre-application advice service due to the potential for green infrastructure gains and for biodiversity enhancements. This includes advice on addressing particular environment impacts, should this project have implications for them.

Public Health England (PHE)

PHE exists to protect and improve the nation's health and wellbeing and reduce health inequalities.

Views on the proposals: PHE commented on the following implications of the upgrade:

- human health and wellbeing
- environmental hazards
- air quality
- noise
- electric and magnetic fields.

The health of an individual or a population is the result of a complex interaction of a wide range of different determinants of health, from an individual's genetic make-up, to lifestyles and behaviours, and the communities, local economy, built and natural environments to global ecosystem trends. All developments will have some effect on the determinants of health, which in turn will influence the health and wellbeing of the general population, vulnerable groups and individual people. Although assessing impacts on health beyond direct effects from, for example, emissions to air or road traffic incidents is complex, there is a need to ensure a proportionate assessment. This should focus on significant effects of the upgrade. From this standpoint PHE made the following observations:

- **Human Health and Wellbeing:** PHE wants to see the application for a scoping opinion once the public consultation is complete and the preferred option is announced. At that point, PHE recommends the applicants follow the methodology provided by DMRB LA112, when assessing and reporting the effect of the development on population and human health.
- **Environmental Hazards:** PHE understands that Highways England will wish to avoid unnecessary duplication and that many issues including air quality, emissions to water, waste, contaminated land etc. will be covered elsewhere in their Environmental Statement (ES). The ES should summarise key information, risk assessments, proposed mitigation measures, conclusions and residual impacts, relating to human health. Compliance with the requirements of National Policy Statements and relevant guidance and standards should also be highlighted.
- **Air Quality:** PHE's position is that pollutants associated with combustion engine-based road traffic, particularly particulate matter and oxides of nitrogen are non-threshold. This means that an exposed population is likely to be subject to potential harm at any level and that reducing public exposures of non-threshold pollutants below air quality standards will have potential public health benefits. PHE supports minimising or mitigating public exposure to non-threshold air pollutants, addressing inequalities in exposure and maximising co-benefits (such as physical exercise). PHE encourages these to be considered during the development design, environmental and health impact assessment, and the development consent.
- **Noise:** PHE wishes Highways England to note the noise section within appendix 1 of their submission which may be useful if this site is dealt with as an NSIP in the future.

- **Electric and Magnetic Fields:** PHE notes that the current proposals do not appear to consider possible health impacts of Electric and Magnetic Fields (EMF). PHE requests that the ES clarifies this and if necessary, the proposer should confirm either that the proposed development does not impact any receptors from potential sources of EMF or ensure that an adequate assessment of the possible impacts is undertaken and included in the ES.

Canal and River Trust

Canal and River Trust holds the guardianship of canals and rivers, together with reservoirs and a wide range of heritage buildings and structures in England and Wales.

Overall view of scheme: As the Trust does not own or manage any waterways that would be impacted by the development, they have no comments to make.

Seddon Homes

Seddon Homes is a housebuilder.

Overall view of scheme: Seddon Homes are working with the owners of land near the site and will potentially be impacted by the proposal. They requested more details of the scheme which they have not received. This makes it extremely difficult to assess the designs and phasing impacts on their site. They need more information on the scheme boundaries in relation to the proposed development allocation in its entirety. They also need plans of the works at a suitable scale to allow them to compare what is proposed with for the development allocation and the boundary of their land interest. At present they are unable to support or object to either proposal and seek further clarification on each one. They reserve the right to supplement or change their submitted comments once they can accurately assess the impact of the proposals.

The Strategic Land Group¹⁰

The Strategic Land Group is a specialist land promotion company, working with landowners to secure planning permission for their sites.

Overall view of scheme: The Strategic Land Group is working with the owners of land near the site and will potentially be impacted by the proposal. They requested more details of the scheme which they have not received. This makes it extremely difficult to assess the designs and phasing impacts on their site. They need more information on the scheme boundaries in relation to the proposed development allocation in its entirety. They also need plans of the works at a suitable scale to allow them to compare what is proposed with for the development allocation and the boundary of their land interest. In their view, this makes it difficult to give informed responses to the consultation. They reserve the right to supplement or

¹⁰ Seddon Homes and The Strategic Land Group gave the same response to parts of the consultation.

change their submitted comments once they can accurately assess the impact of the proposals.

Views on the proposals: Preference is for the Northern Loop option as it appears to give greater capacity to the junction. Their view is caveated on obtaining the additional information requested. It is also conditional on receiving clarification on the suitability of a single lane slip road west to north, when a two-lane solution is proposed for the Inner Links option. They are not clear on why a west to south slip road in the Northern Loop option means a single lane west to north slip road would be sufficient. They need more information to make their views and preferences clearer. They would also like to see Mode Hill Lane and Egypt Lane reconnected in order to properly integrate the active travel network.

3.8 Additional Comments from Statutory Stakeholders

The views expressed in the questionnaires by statutory stakeholders are summarised in this section.

Bury Council – Environment Team

The Environment Team is a section of Bury Council, a local authority, with responsibility for environmental matters, including clean air.

Overall view of scheme: The Environment Team is neutral about the options for the scheme but is concerned about the potential impacts on air quality and how these can be mitigated.

Current junction problems: The junction as it is now is likely to be contributing to high nitrogen dioxide levels on A 56 and at the side of M60 between J17 and J18. Monitoring of nitrogen dioxide emissions close to residential housing at the side of the M60 between Junction 17 and 18 indicate that objectives for nitrogen dioxide were not met in 2019.

Views on the proposals: The Environment Team is neutral about both options for the junction. The prospect of having 10 lanes of running traffic closer to the above residential properties is of great concern, as would be the impact on air quality for residents of Simister. The Environment Team suggests that Highways England must ensure that any improvements at Junction 17 and 18 have a positive impact on air quality and reduce nitrogen dioxide at nearby properties. The Environment Team will need to see the detailed air quality modelling carried out for the schemes and associated reports. It will need assurances that the project will not undermine proposals in the Greater Manchester Clean Air Plan to meet nitrogen dioxide objectives in the shortest time possible.

Bury Council – Holyrood Ward Councillors

Overall view of scheme: The councillors recognise that there is a need to address congestion but strongly oppose the two current proposals. They are seeking a significant reduction in air pollution. In their view, the project needs to address increased traffic levels resulting from developments linked to the Greater Manchester Spatial Framework. They see a need to address the impact of the scheme's close proximity to residential areas and schools. During the construction phase, the traffic impact on Simister and Prestwich needs to be minimised.

Views on the proposals: The concerns raised by the councillors are as follows:

Air pollution and traffic levels: In their view, the plans do not go far enough to address air pollution. They note that Highways England do not expect the air pollution levels to change as a result of the works. However, given the scale of the scheme, it should be designed to significantly reduce current levels of air pollution. They cite the case of the Prestwich and Whitefield areas which already experience high levels of air pollution. Much of the problem, they believe, is caused by the M60/M62. Official maps show a broad strip of 'High for NO₂' and 'High for all pollutants' running both sides the motorway and significantly around Simister Interchange. They stated that air pollution is a major cause of ill health and early death.

The councillors understand that assumptions on traffic levels do not take into account the accelerated level of growth outlined in the Greater Manchester Spatial Framework. This plans for 200,000 extra homes in Greater Manchester in the next 20 years. It also plans for a very significant area of employment land immediately next to the M62 between Whitefield and Rochdale. In their view, these will greatly increase traffic and air pollution above Highways England's projected levels.

They stated that Prestwich is already congested. More traffic using this area of the motorway will, in their view, mean more people leaving the motorway at junction 17, where the road is already beyond capacity.

Proximity to residential areas and schools: The M60 between Junctions 17 and 18 passes through a very heavily built up area. On both sides there are homes located right up to the motorway fence line. In Simister, part of the village (around Drouths Lane in particular), is a very immediate neighbour to Junction 18. Some gardens back right onto the existing roundabout. The councillors stated that whole of the village is very much affected by its proximity to the motorway. Under the proposals, five lanes will bring heavy traffic one lane closer to people's homes and gardens. Highway's England documentation suggests that the works will increase the amount of traffic coming through this area which will mean more traffic very close to people's homes.

Significant areas around the intersection have been highlighted as residential building land in the current iteration of the Greater Manchester Spatial Framework. The fields on the north west, south west and south east sides of the interchange are currently earmarked for residential development at a relatively higher density. The councillors are very concerned that the proposed changes to Junction 18 will make these proposals inappropriate. They are essentially a ten-lane motorway between Junctions 17 and 18, and either a double roundabout or a flyover and loop which would be too close to residential developments.

The councillors stated that noise is a major issue for people who live near to the motorway. They understand that the plans would include road surfaces that in some way reduce noise levels. However, they also want Highways England to look at additional measures.

Simister is a small village area, currently surrounded by farmland. The Northern Loop option would be immediately across from the village and will, in their view, significantly detract from the character of the village and be detrimental to residents.

The works are also close to four local schools. In their view, children's lungs are particularly sensitive to the impacts of air pollution. For St Margaret's Primary School in particular the proposals will mean that an increased level of heavy traffic will be one lane nearer to the children's play areas which back up to the motorway.

Construction phase impacts: Based on their views about previous work on to create the M60 'smart motorway', the councillors are very worried that there will be major issues arising from increased use of local roads during the build phase of the project. Previously, Prestwich experienced significantly increased congestion as people used local roads to avoid the gridlocked motorway. These included motorists cutting through the residential areas on the Sheepfoot Lane / Scholes Lane / Hilton Lane corridor. There was also a significant impact on the levels of traffic through Simister village and down Heywood Road with people inappropriately using the Blue Ball Lane track to bypass the motorway.

Lancashire County Council

Lancashire County Council is a local authority.

Overall view of scheme: The County Council strongly supports the Northern Loop option and supports the Inner Links option. Preference is for the Northern Loop option.

Current junction problems: The M60 is a key communications link for the county. The County Council stated that the existing signalised roundabout at junction 18 struggles to cope with high volumes of traffic. As a result, it suffers from congestion and poor journey time reliability which affects communications with Lancashire.

Need for upgrade: The scheme is needed to improve reliability and punctuality of travel to and from Lancashire.

Views on the proposals: The County Council strongly support the Northern Loop option and supports the Inner Links option. Preference is for the Northern Loop option as the provision of more free-flow links will have the greatest impact on congestion and journey time reliability. This would reduce the volume of traffic using the signalised roundabout. The 'Inner Links' option would still require most traffic movements to pass through an enhanced signalised roundabout. While this is an improvement on the existing layout, the County Council believes it is a less efficient solution, particularly in terms of reducing congestion.

Pike Fold Golf Club

Pike Fold Golf Club is in close proximity to the junction.

Overall view of scheme: The club is very dissatisfied with the following elements of travelling through the junction: journey times, congestion and road lay out. It is neutral about the other elements (i.e. traffic signals, road markings, road signs and safety). The club strongly supports the Northern Loop option and opposes the Inner Links option.

Current junction problems: The club stated that the flow of traffic is badly affected by having to come off the motorway and then re-join through the roundabout and this needs to be changed to reflect a safe flow of traffic.

Need for upgrade: The club strongly agrees that we need to improve traffic flows through junction.

Views on the proposals: The club strongly supports the Northern Loop option as it seems to reflect an ideal proposal to ensure a safe route for traffic and represents the best value in the longer term. They oppose the InnerLinks option.

Rochdale Borough Council

Rochdale Borough Council is a local authority.

Overall view of scheme: The Council strongly supports the Northern Loop option and support the Inner Links option. They seek further clarification that the Northern Loop option is adequate to meet the communication needs of the borough, especially as there are a number of developments planned or proposed locally and further afield that will impact on traffic using the junction. They are also seeking close engagement with Highways England as the scheme is developed to ensure these benefits are realised, while addressing the environmental impacts of the construction and operational phases.

Current junction problems: The Council is very dissatisfied with the following elements of travelling through the junction: journey times, congestion, traffic signals, safety and road lay out. It is neutral about road markings and road signs.

Need for upgrade: The Council strongly agrees that there is a need to improve traffic flows through junction 18. Improvements at the roundabout will improve reliability for many journeys starting or ending within the Borough, provide benefits to residents and businesses and contribute to local economic growth. Many residents rely on the motorway network to access job opportunities, education and leisure and pass through the junction every day. The interchange is also critical to the current employment offer within the Borough and to our future employment aspirations serving not only the Heywood growth area but enabling access to Kingsway Business Park and Stakehill.

The current junction is seen as a “bottle neck” on the strategic motorway network. Traffic congestion is common in the peaks through the interchange and on all slip roads from the M60, M66 and M62. This congestion causes significant tail backs, particularly on the M66 southbound and M62 westbound in the morning peak and

on the M60 clockwise in the evening peak. High numbers of heavy goods vehicles are caught up in the congestion, with consequential costs to our local businesses.

The junction upgrade is seen as a key element in facilitating a number of housing and business developments in the Great Manchester area aimed at strengthening the regional economy.

Views on the proposals: The council strongly supports the Northern Loop option and support the Inner Links option.

Northern Loop option: The Northern Loop option is the preferred option. This is because the council believes that there is strong market interest in South Heywood as a major growth opportunity of national significance. It is therefore critical that any selected improvements undertaken at junction 18 support this scale of growth for the longer term. The Northern Loop Option, together with improvements at M62 Junction 19 and M66 Junction 3 offers the greater potential benefits to accommodate the scale of additional trips likely to be generated by the proposed Northern Gateway.

Within this option, the separation of the M60 to M60 movements in both directions will greatly improve traffic flows and capacity on the key orbital movement around the outer ring road and significantly relieve pressure on the traffic signals within Junction 18. This should contribute to an uplift in the reliability of the junction and a reduction in incidents.

Widening of the M66 southbound through Junction 18 will provide an uplift in capacity from the current two-lane layout which can cause a bottleneck for traffic travelling between the M66 and M60 clockwise and will reduce issues with weaving and merging on the M66 approaching Junction 18.

The Council recognises this option may be more intrusion on the surrounding landscape than the alternative, but there is scope to mitigate the impacts through effective environmental mitigation, including planting. They also believe this cost can be offset by the wider benefits of the scheme.

The improvements to the adjoining M66 will also improve the journey times and reliability of trips. The improvements to traffic flows achieved as a result will help to mitigate the impacts of emissions from road traffic in the area by keeping that traffic flowing at more efficient speeds than is currently the case.

Inner Links Option: The Council does not consider that the Inner Links Option would provide the required levels of improvement to capacity and resilience that are demanded in the future, particularly given the proximity and scale of the planned Northern Gateway site.

The Council agrees with the conclusion of the assessment undertaken by Highways England that the introduction of additional traffic signals on the junction 18 roundabout may contribute to increased journey times for some journeys at certain times of day. The continued need for M60 west to M60 south traffic to transit the signals at the junction is a significant weakness of this option. The reliance on traffic signals to control this very heavy movement will continue to represent a significant constraint on capacity and impact on resilience, particularly in the context of anticipated levels of growth. The inner links option also lacks the scale

of improvement to capacity on the M66 which we consider may be needed to support the Northern Gateway and which are a key facet of the Northern Loop option.

Concerns and clarifications on the Northern Loop Option: The Council stated that the plans seem to concentrate on eastbound traffic on the M60 which presumably then means eastbound traffic continuing through the Borough on the M62 towards the Pennines and Yorkshire. The congestion on the M60 clockwise regularly extends back into the Irwell Valley section (M60 Junctions 16 to 17 affecting reliability of journeys made into the Borough. The Council would welcome any moves to alleviate traffic queues here to improve journey times.

Currently, congestion on the M66 southbound results in HGV traffic from the South Heywood employment area, as well as further afield, using local roads to avoid junction 18 by travelling through Heywood town centre and Rochdale to re-join the M62 eastbound at Junctions 20 and 21. The completion of the junction 19 link road should reduce, if not eliminate this rat running. However, the shortlisted options for junction 18 do not appear to offer great benefits to vehicles travelling southbound on the M66 from East Lancashire or via the M62 westbound.

The Council sees a need to address northbound traffic on the M60 from Oldham / Ashton / Stockport and coming from the west on the M60/M62. There are local concerns regarding the levels of traffic leaving and accessing the motorway network at M60 Junction 19 at Rhodes. Traffic uses the local road network to avoid junction 18. This includes travelling via A6045 Heywood Old Road to / from the South Heywood employment areas and to / from M62 Junction 19 Heywood / Middleton (via Langley Lane and A6046 Hollin Lane). The Council seeks reassurance that the detailed design of the Northern Loop option will provide the additional capacity to attract these traffic movements back to the motorway network and reduce their impact on the local network. They request early engagement to ensure the selected scheme be complemented by local measures to restrict and manage any diversionary routes. The council is planning to build a new secondary school at Bowlee, off Heywood Old Road by 2022. Further local highway restrictions and safety measures will therefore be necessary along Heywood Old Road.

Environmental impacts: The Council stated that, while there are issues to be assessed in due course through a statutory planning process, it welcomes the mitigation measures proposed to minimise additional impacts of both options in relation to nature conservation, noise and drainage and the water environment. The Council requests additional future proofing in the design of any proposals at Junction 18 to support a new northerly motorway access into the Northern Gateway site around Birch services together with necessary improvements to M66 junction 3. However, it does not believe that Highways England has not engaged sufficiently to tackle air quality issues and support the Greater Manchester Clean Air Plan work. The Council stated that it will examine the air quality impacts of the selected improvement during the planning process when greater information is available. This, they stated will help them better understand how any scheme supports collective efforts to reduce NO2 levels across Greater Manchester.

The Council requests early engagement with Highways England on the design of the selected option to assess the timing of any planned work in terms of the Northern Gateway development as well as the impacts of any diversionary routes

during the construction period. They stated that restrictions must be in place on several local roads within the Borough to minimise disturbance to residents. They stated that regular meeting with elected Members and communities will therefore be needed.

The Council will also want to ensure we have ongoing dialogue with Highways England to ensure any master planning of the Northern Gateway employment site, and its early phases of its delivery, are integrated into the planning of whichever improvement option is taken forward.

Salford Council

Salford Council is a local authority.

Views on the proposals: Salford Council's response to the consultation consisted of several questions about the information presented within the materials or the consultation process. They covered:

- employment opportunities
- support for travel modes of severed communities
- handling of traffic disruption during the construction phase
- air quality monitoring
- integration / co-ordination with the Manchester North West Quadrant Study.

The questions were as follows:

- How will social value be delivered during the delivery of this scheme to provide access to employment and training opportunities for Greater Manchester residents both during the design and construction phases of the scheme?
- How will the scheme support active travel modes in the communities that are currently severed by the Motorway?
- During the two-year construction phase of either of the shortlisted options there is likely to be major traffic disruption likely affecting the motorway and local network in neighbouring districts, such as Salford City Council. How will co-ordination of these works be communicated with the appropriate teams within Salford City Council and what measures will be put in place to ensure that districts are kept involved / informed of status of the works throughout the construction period?
- The consultation documents refer to neither of the shortlisted options causing significant change in air quality. Presume this is based on the final implemented schemes? Will there be air quality monitoring carried out during the construction period and if so, how far afield will the surveys take place?
- Will there be any integration / co-ordination of these with works with the ongoing Manchester North West Quadrant Study (MNWQS)?

St Margaret's Church of England Primary School

This is a primary school which is in close proximity to the junction.

Overall view of scheme: The school is neutral about either option but has concerns about noise and air pollution and about increased traffic levels on local roads.

Need for upgrade: The school neither agrees nor disagrees with the need to improve traffic flows.

Views on the proposals: The school is neutral about both options but has concerns about increases in traffic. They are very concerned about noise levels and what will be done to mitigate them. They note that the information provided shows no meaningful change in the levels of air pollution and see a need to present a scheme that reduces air pollution in the area. The school is located on Heywood Road. They stated that there is a danger to children due to cars using it at high speed and as there are a large number of parked cars. Previous works on the M60 led to a significant increase in the amount of traffic using Blue Ball Lane, Simister Lane and Heywood Road to avoid motorway congestion. The school stated that it will be potentially very dangerous to children and are very worried about the construction phase in particular. The school would like to meet with Highways England to discuss these matters further.

Stockport Council

Stockport Council is a local authority.

Overall view of scheme: The Council seeks further information on the potential impacts of the scheme on traffic flows through Stockport, and the potential re-routing impacts of both scheme options.

The Environment Agency

The Environment Agency is a non-departmental public body and is sponsored by the United Kingdom government's Department for Environment, Food and Rural Affairs (DEFRA). It has responsibilities relating to the protection and enhancement of the environment in England. It is a statutory consultee and regulator for a range of environmental issues including flood and coastal erosion risk, water quality, the natural environment (particularly water-based habitats), waste, the Water Framework Directive as well as wider climate change mitigation and adaptation. These interests have been considered in the context of the proposed highways scheme and form the basis for their response to the consultation.

Views on the proposals: The agency's response focused on flood risk, water quality and environmental permitting.

- **Flood Risk:** The agency sees increased risk on watercourses from the works and the scheme may require a flood risk activity permit. There is potential to generate additional amounts of surface water, so HE will need to ensure that flood risk is not increased elsewhere. The Lead Local Flood Authority should

be consulted on the proposals given their statutory role on surface water flood risk.

- **Water Quality:** The Water Framework Directive (and the associated statutory River Basin Management Plan) stipulates that there should be no deterioration of any waterbody. Measures to meet the overall objective of 'good' ecological status/potential should be addressed where possible. Surface water from the motorway network ultimately flows into the River Roch and River Irk watercourses which are monitored by the Environment Agency for compliance against the EU Water Framework Directive. Baseline evidence shows that they are currently failing to meet their required objectives with diffuse pollution pressures from 'Urban and Transport' noted as a contributing factor. The public consultation document notes that the two shortlisted options for the scheme are likely to have 'adverse impacts' on the water environment from a water quality perspective. It also states that 'these impacts to be mitigated and options for this will be identified and included in the design for the scheme as it progresses'. Any mitigation should consider opportunities to address current water quality impacts from the existing network to achieve a more sustainable solution to the final design of the scheme and/or avoid the need to retrospectively address current outfall problems in the future. These would ultimately cost more in the longer term. Therefore, as part of the further assessment work for the scheme (including any Environmental Statement) a Water Framework Directive Assessment should be undertaken to inform the scope around this. Opportunities to incorporate environmental best practice in the form of multifunctional and above ground sustainable urban drainage solutions (SUDs) should be adopted where feasible. This would not only address any water quality issues but also provide an opportunity for betterment with regards to biodiversity (net gains).
- **Environmental Permitting:** This development may require a permit under the Environmental Permitting (England and Wales) Regulations 2016 from the Environment Agency for any proposed works or structures, in, under, over or within eight metres of the bank of Castle Brook and Whitefield 4 Brook which, are designated 'main river'. Some activities are also now excluded or exempt. A permit is separate to and in addition to any planning permission granted.

The Agency would be happy to engage with HE as the scope of the work and associated environmental mitigation is being developed, particularly from a wider Water Framework Directive perspective. As part of a collaborative approach, they could offer technical support through their charged advice process to further inform this work and help achieve the required outcomes.

The Road Haulage Association Ltd

The Road Haulage Association Ltd, represents the interests of the road haulage industry in the UK. As a trade association, it is responsible for campaigning, advice, training, information and business services for its members within the haulage industry, including audits, risk assessments and contracts of employment.

Overall view of scheme: The association strongly supports the Northern Loop option and supports the Inner Links option. Preference is for the Northern Loop option. They would like the timetable to be brought forward.

Current junction problems: The association is very dissatisfied with all elements of travel through the current junction (i.e. journey times, congestion, road layout, traffic signals, road markings, road signs and safety). They stated that the existing junction is unable to cope with vehicle demand, especially during peak periods.

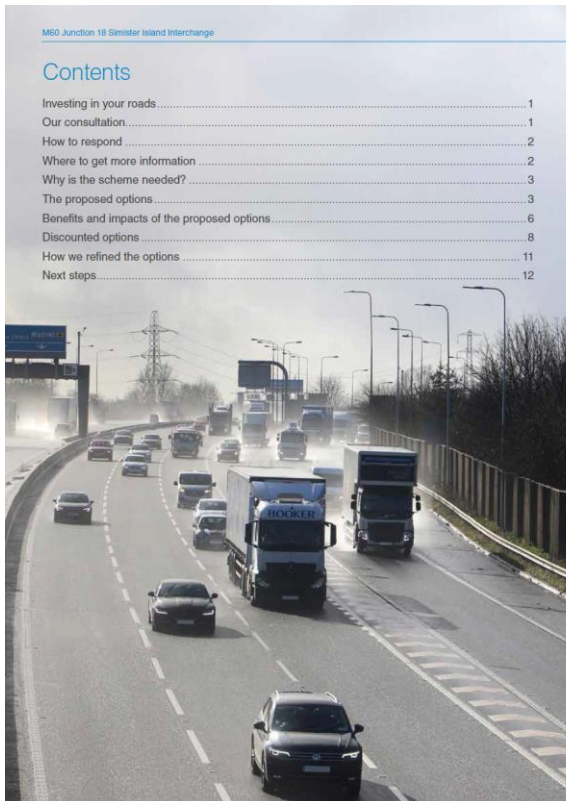
Need for upgrade: The association strongly agrees that there is a need to improve traffic flows through the junction. In their view, the scheme is long overdue. They stated that journey times must be improved and congestion removed. In achieving these, they take the view that air quality will be improved and economic benefits achieved for the Manchester area.

Views on the proposals: The association strongly supports the Northern Loop option and supports the Inner Links option. They prefer the Northern Loop option as road loops remove the need for traffic signals. In their view this enables free flowing traffic and cite the M11 / M25 interchange as a good example of this working. They would like to see this scheme accelerated as 2024 is too far away.

Appendix A

Consultation Materials

Consultation brochure:



Public consultation

Investing in your roads Our consultation

At Highways England we believe in a connected country and our network makes these connections happen. We strive to improve our major roads and motorways - engineering the future to keep people moving today and moving better tomorrow. We want to make sure all our major roads are more dependable, durable and, most importantly, safe.

In the north-west, we are investing in ways to increase capacity and improve connections to make sure your journeys are as reliable as possible. Jobs and businesses rely on our roads and we keep the local economy running, whether through ports in Merseyside and Lancashire or keeping shop shelves stocked in Stockport.

The M60 Junction 18 Simister Island Interchange scheme is a critical part of this investment. This scheme will improve journeys through junctions 17 and 18 and beyond, which is great news for the local and regional economy.

In this brochure we describe our proposed improvements for M60 Junction 18 Simister Island Interchange and the options under consideration. We also explain how you can give us your feedback during the public consultation.

We're holding a public consultation on our proposals to improve M60 Junction 18 Simister Island Interchange. We'd like to hear what you think, so please share any concerns, ideas or local knowledge that you may have. The consultation will run for 8 weeks, from **Monday 22 June to Monday 17 August**.

Coronavirus is affecting us all, presenting significant challenges and demanding new and adaptive ways of working. The situation is constantly developing and changing, and it is essential that we observe and comply with the UK Government's restrictions.

For Highways England, this means that we are not holding face-to-face public consultation events as we would normally do. We are instead providing alternative ways for you to access scheme information, ask questions and ultimately make an informed response to the public consultation.

Details on where to find information and how to get in touch with us are found on page 2 of this brochure.

Why your opinion matters

The feedback and comments you provide will help us to understand the local area better as well as the scheme benefits and any potential impacts.

All responses received during the public consultation will be recorded and analysed. Where it is possible, we will use your feedback to help develop the scheme design or to help identify ways to address concerns about the impacts of the scheme.

We're consulting from Monday 22 June to Monday 17 August

How to respond

We'd like to hear your views. Please share any concerns, ideas or local knowledge that you may have. You can respond using one of the following methods:

- **Online:** complete the consultation response form online at: www.highwaysengland.co.uk/m60-j18-simister-island
- **Post:** complete a paper copy of the consultation response form and return it using the freepost address:
FREEPOST M60 J18 SIMISTER ISLAND

Simply put the completed response form in an envelope with the freepost address written on the front and put it in your local post box. There is no need to use a stamp.

Please note: All responses must be received by Highways England by **11:59pm on Monday 17 August 2020**. Responses received after this date may not be considered. Because of the potential impact on Royal Mail's services due to the coronavirus, we recommend responding via our online form where possible.

Where to get more information

We want to make sure you have access to all the information you need about the scheme. Our information channels below are available for you to access during the consultation:

- Visit our scheme webpage at www.highwaysengland.co.uk/m60-j18-simister-island
- You can speak to a member of the project team during one of our telephone consultation events by calling 141 017 2444 061 during the following dates and times:
 - Tuesday 30 June 11am – 7pm
 - Tuesday 7 July 11am – 7pm
 - Saturday 11 July 11am – 7pm
 - Tuesday 14 July 11am – 7pm
 - Saturday 18 July 11am – 7pm
 - Tuesday 21 July 11am – 7pm
- We'll be holding online chat events and we'll publicise the details of these events on our webpage.

If you would like more information on accessing the consultation materials, require printed copies of the materials or have a query about the consultation, please contact us on the following details:

Phone our Customer Contact Centre on 0300 123 5000

Email the project team at M60J18SimisterIslandInterchange@highwaysengland.co.uk

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Why is the scheme needed?

In March 2020, the Government's second Road Investment Strategy included a commitment for Highways England to improve Simister Island Interchange between the M62, M60 and M66. Simister Island Interchange is one of the busiest motorway junctions in the north-west used by around 90,000 vehicles each day. The junction struggles with such high volumes of traffic above what it was designed for, and as a result suffers from congestion and poor journey time reliability.

We have developed two proposed options for the scheme. Both options are to improve junction 18 of the M60 and facilitate smoother flows of traffic along the M60, M62 and M66 in the scheme area, contributing to more reliable and safer journeys into and around Greater Manchester.

To complement improvements at Simister Island Interchange, we will also convert the hard shoulder into a permanent traffic lane between M60 junctions 17 and 18, providing 5 lanes in both directions. This will provide additional benefits to those delivered through the Manchester smart motorways scheme and reduce delays through the improved junction as well as on the M60. We're also aware of the recent Department for Transport stocktake of smart motorways and will consider these recommendations when we develop the options further.

Scheme Objectives

The main objectives of the scheme are:

- to improve the journey experience for users of this section of network by:
 - reducing peak congestion
 - reducing journey times
 - delivering more reliable journey times
- to provide an option which is safe for all road users
- to minimise the impact of our option on the surrounding environment including within Noise Important Areas and Air Quality Management Areas
- to facilitate future economic growth across the Greater Manchester area and support the delivery of proposed development sites close to the M60 and M66

The proposed options

We have shortlisted two options for consideration that performed the best against the project objectives, these are the "Northern Loop" and "Inner Links" options.

The two shortlisted options are described in more detail on the following pages. The options we have discounted are described later in this document.

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Northern Loop option



Features of the Northern Loop option:

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 includes a new underbridge 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

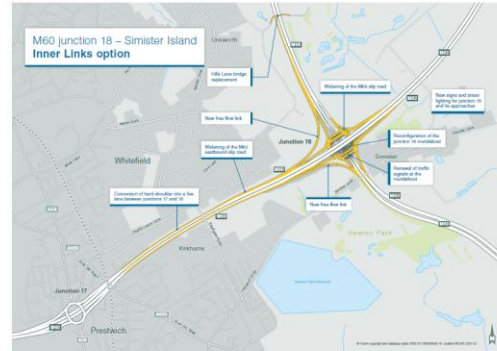
We will convert the hard shoulder into a permanent traffic lane between M60 junctions 17 and 18, providing 5 lanes in both directions (all lane running).

Renewal of signs and signals

- New signs and street lighting at junction 18 and its approaches.
- Renewed traffic signals at the junction 18 roundabout.
- New gantries on the M66 southbound, and between junctions 17 and 18.

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Inner Links option



Features of the Inner Links option:

Reconfiguration of the junction 18 roundabout

Reconfiguration of the roundabout at junction 18 will separate traffic movements and allow an easier flow of traffic through the junction. Within the junction there are 2 new bridges over the M66.

New free-flow links

- A new two-lane free-flow link from the M60 northbound to the M60 westbound (anti-clockwise), to replace the existing single-lane link.
- New two lane free-flow lane 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 3 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 will be widened to allow the M60 eastbound to M66 northbound link road to join the M66 safely.

Conversion of hard shoulder between junctions 17 and 18

We will convert 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 the junction 18 roundabout.
- New gantries between junctions 17 and 18.

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Benefits and impacts of the proposed options

To assess the benefits and impacts of the proposed options, we considered a variety of key aspects shown below. We will undertake more detailed surveys and assessments based on statutory requirements and national guidance as the scheme progresses.

Aspect	Benefit/impact of Northern Loop option	Benefit/impact of Inner Links option
Journey times and traffic congestion	Overall, the proposed improvements to junction 18 as part of this option will increase capacity and maximise the free flow of traffic through the junction. The Northern Loop structure will improve journey times for those travelling eastbound to southbound on the M60 with this traffic no longer stopping at junction 18. Introducing a two-lane link from the M60 northbound to the M60 westbound to two-lanes will increase capacity and reduce delays at this section of the junction. Increasing the number of traffic lanes from four to five between junctions 17 and 18 will increase the capacity on the M60 and facilitate traffic joining and leaving the M60 at these two junctions. This will help to reduce journey times by over 25% and improve journey time reliability. The improvements to journey times for this option are better than the improvements provided by the Inner Links option. The Northern Loop option provides more free flow links at junction 18, making it more efficient than the Inner Links option which still requires most traffic to continue using the main junction.	Overall, the proposed improvements to junction 18 as part of this option will increase capacity and reduce delays to traffic passing through the junction. Widening the link from the M60 northbound to the M60 westbound to two-lanes and introducing a new free-flow link from M60 eastbound to the M66 northbound will increase capacity and reduce delays at these sections of the junction. Introducing a two-lane link from the M60 northbound to the M60 westbound to two-lanes will increase capacity and reduce delays at this section of the junction. Increasing the number of traffic lanes from four to five between junctions 17 and 18 will increase the capacity of the M60, and facilitate traffic joining and leaving the M60 at these two junctions. This will help to reduce journey times by over 25% and improve journey time reliability. However, the introduction of additional traffic signals on the junction 18 roundabout may contribute to increased journey times for some journeys at certain times of day.
Air quality	Smister Island and sections of the connecting motorways (M60, M66 and M2) are located within an Air Quality Management Area (AQMA). To understand the effect our options will have on air quality, our experts have developed an air quality model to predict the impact of each option when it is open for traffic. The model forecasts potential changes in air quality at key sensitive locations such as houses and schools. Other data we have used to build up a picture of air quality within the study area includes the 2016 Air Quality Annual Status Report (July 2017) and data from the Automatic Urban and Rural Network (AURN). We're also using air quality monitoring data gathered by Highways England at locations around the scheme over a six-month period between 2015 and 2016. The work done so far suggests that neither the Northern Loop or the Inner Links option will cause a significant change in air quality. Based on the assessments completed to date, the scheme should not affect the UK's ability to achieve compliance with the EU Air Quality Directive in the shortest time scales possible. We will carry out air quality surveys as the scheme develops to support and verify our assessment.	Smister Island and sections of the connecting motorways (M60, M66 and M2) are located within an Air Quality Management Area (AQMA). To understand the effect our options will have on air quality, our experts have developed an air quality model to predict the impact of each option when it is open for traffic. The model forecasts potential changes in air quality at key sensitive locations such as houses and schools. Other data we have used to build up a picture of air quality within the study area includes the 2016 Air Quality Annual Status Report (July 2017) and data from the Automatic Urban and Rural Network (AURN). We're also using air quality monitoring data gathered by Highways England at locations around the scheme over a six-month period between 2015 and 2016. The work done so far suggests that neither the Northern Loop or the Inner Links option will cause a significant change in air quality. Based on the assessments completed to date, the scheme should not affect the UK's ability to achieve compliance with the EU Air Quality Directive in the shortest time scales possible. We will carry out air quality surveys as the scheme develops to support and verify our assessment.
Noise	The scheme study area covers some of the Noise Important Areas to the north of Manchester. We have completed a noise assessment of the existing route and developed a model to predict the impact of each option when it is open for traffic. Our model suggests that both options are likely to cause minor changes in noise inside and outside of Noise Important Areas. Some areas will see an increase in noise levels and others will see a decrease. Whilst overall these changes are unlikely to be noticeable, mitigation will be included in the design. This will ensure that any increases in noise are kept below the acceptable levels defined by policy. The mitigation measures we'll consider will include noise barriers, increasing the height of existing barriers or introducing low noise surfacing. If the Inner Links option is chosen, a small number of residential properties may experience a noticeable decrease in noise. We will continue to carry out noise monitoring surveys and modelling as the scheme develops.	The scheme study area covers some of the Noise Important Areas to the north of Manchester. We have completed a noise assessment of the existing route and developed a model to predict the impact of each option when it is open for traffic. Our model suggests that both options are likely to cause minor changes in noise inside and outside of Noise Important Areas. Some areas will see an increase in noise levels and others will see a decrease. Whilst overall these changes are unlikely to be noticeable, mitigation will be included in the design. This will ensure that any increases in noise are kept below the acceptable levels defined by policy. The mitigation measures we'll consider will include noise barriers, increasing the height of existing barriers or introducing low noise surfacing. If the Inner Links option is chosen, a small number of residential properties may experience a noticeable decrease in noise. We will continue to carry out noise monitoring surveys and modelling as the scheme develops.
Cultural heritage	We have assessed the potential impacts on cultural heritage within the vicinity of the scheme, accounting for possible impacts on historic buildings, archaeological remains or landscape. Neither option is expected to have a significant effect on cultural heritage. We will continue to review this as the scheme progresses.	We have assessed the potential impacts on cultural heritage within the vicinity of the scheme, accounting for possible impacts on historic buildings, archaeological remains or landscape. Neither option is expected to have a significant effect on cultural heritage. We will continue to review this as the scheme progresses.

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Aspect	Benefit/impact of Northern Loop option	Benefit/impact of Inner Links option
Landscape	Using field surveys, we have assessed the potential impact of the scheme on the local landscape, and any other visual impacts. We will ensure that, as a minimum, we replace the same amount of vegetation and trees which we need to remove. Where possible, we will also plant additional vegetation to mitigate visual impacts. The Northern Loop option will have more adverse impacts on the landscape than the Inner Links option. This is due to the creation of the new loop road and associated removal of vegetation. The loop structure will be constructed to the same height as the existing junction. There will also be some visual impacts for local residents and users of public rights of way.	The Inner Links option will have some adverse impacts on the landscape due to removal of vegetation associated with construction. There will be some visual impacts for local residents and users of public rights of way.
Nature conservation	We have completed a review of existing habitats to inform the next steps in reducing the impact of the scheme, and we want to ensure that there are great crested newts in the ponds to the north-east of junction 18. The Northern Loop option has more impact on these ponds than the Inner Links. As a protected species, if great crested newts are found in the project area, we will work with Natural England to ensure that they are moved to an appropriate nearby location. There may also be water voles, bats, breeding birds and reptiles in the area. Detailed surveys will be completed in the next stage of the scheme's development to assess the impact of the chosen option on both species and habitats and to design the mitigation required.	As a protected species, if great crested newts are found in the project area, we will work with Natural England to ensure that they are moved to an appropriate nearby location. There may also be water voles, bats, breeding birds and reptiles in the area. Detailed surveys will be completed in the next stage of the scheme's development to assess the impact of the chosen option on both species and habitats and to design the mitigation required.
Road drainage and the water environment	Both options will have an adverse impact on water quality. However, there is potential for these impacts to be mitigated and options for this will be identified and included in the design for the scheme as it progresses. This is likely to include a settlement pond or the introduction of wetland into the design to remove pollutants.	Both options will have an adverse impact on water quality. However, there is potential for these impacts to be mitigated and options for this will be identified and included in the design for the scheme as it progresses. This is likely to include a settlement pond or the introduction of wetland into the design to remove pollutants.
Contaminated land	Assessments so far suggest that there are unlikely to be significant sources of contamination, however we will continue to review this as the scheme progresses.	Assessments so far suggest that there are unlikely to be significant sources of contamination, however we will continue to review this as the scheme progresses.
Road safety	The proposals will create a better flow of traffic and reduce queuing at the junction and back onto the M60, reducing the likelihood of incidents.	The proposals will create a better flow of traffic and reduce queuing at the junction and back onto the M60, reducing the likelihood of incidents.
Economic growth	Making the M60 less congested will lead to improved journey times and allow more reliable access to work and leisure, locally and across the Central Penines corridor. The scheme will also provide the necessary highway capacity for future employment and housing growth, contributing to the Government's aspiration of creating greater connectivity and economic growth across the north.	Making the M60 less congested will lead to improved journey times and allow more reliable access to work and leisure, locally and across the Central Penines corridor. The scheme will also provide the necessary highway capacity for future employment and housing growth, contributing to the Government's aspiration of creating greater connectivity and economic growth across the north.
Construction duration and impacts	We currently expect to start construction of the scheme in 2024 and take two years to build. Both options involve substantial engineering work at a very busy location. We are committed to delivering the scheme safely, minimising disruption to road users and residents. We will publish our construction strategy before we start work on the scheme.	We currently expect to start construction of the scheme in 2024 and take two years to build. Both options involve substantial engineering work at a very busy location. We are committed to delivering the scheme safely, minimising disruption to road users and residents. We will publish our construction strategy before we start work on the scheme.
Land take	The Northern Loop option will require approx. 19.3 hectares of land. Some of this land lies within the existing highway boundary. The design has been developed to minimise the impact on recreational and green belt land as far as possible and has less of an impact on these land categories than the Northern Loop. £90m - £330m	The Inner Links option will require approx. 12.4 hectares of land. Some of this land lies within the existing highway boundary. The design has been developed to minimise the impact on recreational and green belt land as far as possible and has less of an impact on these land categories than the Northern Loop. £90m - £240m
Current cost estimate	Please note that this is a wide range based on early estimates and is subject to change during later design stages.	Please note that this is a wide range based on early estimates and is subject to change during later design stages.

Discounted options

The two options outlined in this brochure have been shortlisted following a thorough option identification process.

We started by identifying individual design elements, that we combined to form five options (A to E).

We then looked at the five options against the scheme objectives and assessed other factors such as value for money.

After these assessments, the options were reduced to two - Options A and C. Options B and D were discounted because when compared to the others, they were:

- not as effective at improving journey times or congestion at the junction
- likely to have a more significant environmental impact
- more difficult to construct without adversely impacting road users and safety
- more expensive, without offering as many benefits

Option E consisted of a new free-flow link from the M60 northbound to the M60 westbound and has now been incorporated into both options A and C.

We then refined both options further, producing the two options we are now consulting on - the Northern Loop and the Inner Links.

Options A to D are described in more detail on the following pages.



Option B

Upgrade of the existing junction with a new two-lane link built over the M66 for traffic travelling from the M60 eastbound to M60 southbound.

This option also included an improved link from the M60 northbound to the M60 westbound, and a new link from the M60 eastbound to M66 northbound.

This option was discounted due to the following factors:

Journey times
There were limited improvements to journey times and reliability due to the need for new stop lines and traffic signals on the junction.

Safety
The link road between the M60 northbound and M60 westbound would not have been safe enough due to the tighter curve of the road compared to the other options.

Environmental and land
There would be slightly worse impacts on noise and air quality for the community of Smister.

Option D

Upgrade of the existing junction, widening the two overbridges and reducing lane widths, to create 5 lanes through the junction.

This option also included an improved link between the M60 eastbound to M66 northbound.

This option was discounted due to the following factors:

Journey times
There was less improvement to journey times compared with other options.

Safety
There were concerns associated with navigating safely around a 5-lane junction.

Disruption and safety during construction
The need to close roads to safely modify an existing structure would cause disruption to our customers.

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The options we refined



Option A

Similar to the Northern Loop option but with a longer loop, leaving the M60 at junction 18 itself rather than before the junction.

This option also included the improved link between the M60 northbound and the M60 westbound.

This option was discounted due to the following factors:

Journey times

The longer loop led to a slight journey time increase between the M60 eastbound and M60 westbound.

Environmental and land

There would be significant impacts on the local landscape and Pike Fold Golf Course.

Disruption and safety during construction

Constructing a loop over junction 18 itself would be more difficult to construct safely and would require more road closures, causing more disruption to our customers.



Option C

Similar to the Inner Links option, including a new 3-lane link running parallel to the existing M66 southbound to M60 westbound link, but with fewer additional structures and less capacity.

This option also included the improved link between the M60 northbound and the M60 westbound, and an improved link between the M60 eastbound to M66 northbound.

This option was discounted due to the following factors:

Journey times

There were limited improvements to journey times.

Disruption and safety during construction

The need to close roads to safely modify the existing road network on the north of the junction would cause disruption to customers during construction.

How we refined the options

We refined Option A and Option C to become the Northern Loop and Inner Links options respectively. This section highlights the changes we made to develop the two options we are now presenting for consultation.

Option A



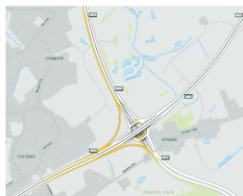
Northern Loop



The changes we made to refine Option A into the Northern Loop option are as follows:

- The loop providing the M60 eastbound to M60 southbound link has been redesigned.
 - The redesigned loop is smaller than Option A, reducing journey times and visual and environmental impact.
 - A large part of the loop will be constructed offline, away from existing traffic which is safer and less complex.
- The M66 southbound off-slip has been realigned to reduce the impact on Pike Fold golf course.
- The refined option avoids the need for widening at Sandgate Road bridge and Haweswater underpass.

Option C



Inner Links



The changes we made to refine Option C into the Inner Links option are as follows:

- Introduction of 2 new structures within the junction 18 roundabout to provide additional capacity.
 - The additional structures will separate M66 southbound to M60 westbound traffic away from the existing structures at junction 18, improving journey times through the junction.
 - The new structures are less complex to build than in Option C and will provide less disruption during construction because they are away from junction 18 itself.
- Land take has been reduced by amending the M60 eastbound to M66 northbound slip road.
- The refined option avoids the need for widening Sandgate Road bridge and Haweswater underpass.

Next steps

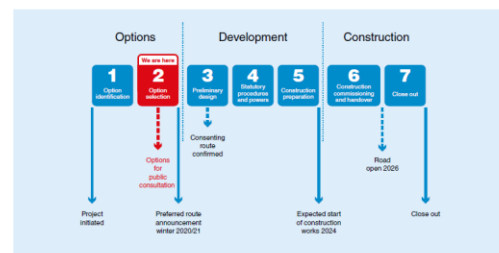
The consultation closes at **11:59 pm on Monday 17 August 2020**. All responses will be independently analysed, and a consultation report will be published. The timeline below shows the next steps following the consultation, up to the preferred route announcement.

Summer 2020	All responses will be analysed then summarised within the consultation report.
End of Summer 2020	The consultation report will be published and made available in a digital format on our website. Paper copies will also be available upon request via the contact details provided.
Autumn 2020	Where possible, and alongside continued surveys and assessments, we will use your feedback to develop the designs and help identify ways to address concerns about the impacts of the scheme.
Winter 2020/21	We will announce our preferred option to take forward to the next stage of design development.

Following this, our preferred route option will be taken through to the preliminary design stage. This is when the detail is developed on the overall design and when we complete the detailed environmental assessments.

Once the scheme preferred option is selected, we will be able to confirm the process that will be used to obtain consent to build the scheme. This will either be under the Planning Act 2008, or the Highways Act 1980, and the required steps to obtain consent will be set out in the Preferred Route Announcement. We will carry out surveys and investigations to allow us to continue to design the preferred option in more detail.

Throughout this process, we will continue to work with environmental and heritage statutory bodies, landowners and stakeholders. The seven-step process for this project is explained in the timeline below.



For more information please visit our website:
www.highwaysengland.co.uk/m60-j18-simister-island

You can also sign up for email alerts, which will update you whenever the website is updated.

If you would like more information on accessing the consultation materials, require printed copies of the materials or have a query about the consultation, please contact us on the following details:

Phone our Customer Contact Centre on 0300 123 5000

Email the project team at M60J18SimisterIslandInterchange@highwaysengland.co.uk

If you need help accessing this or any other Highways England information, please call 0300 123 5000 and we will help you.



Consultation response form:



M60 junction 18
Simister Island
interchange

Public consultation
response form

Please share your views with us by completing this response form and posting it to us using our freepost address: **FREEPOST M60 J18 SIMISTER ISLAND**

You can also fill out a copy of this response form online via our webpage found at: highwaysengland.co.uk/m60-j18-simister-island

Please provide your name, address and email address. If you'd prefer your comments to be anonymous, please just provide your postcode so we can understand where you live in relation to the scheme.

Name:

Address:

Postcode:

Email address:

Please tick if you would like to receive future email updates

- Yes
- No

Are you responding on behalf of an organisation?

- Yes
- No

If 'Yes' please provide the name of your organisation and your role within it:

Organisation name:

Role within organisation:

Data protection and you

On 25 May 2018, the General Data Protection Regulations (GDPR) came into force. This legislation requires Highways England to explain to consultees, stakeholders and customers how their personal data will be used and stored.

Highways England adheres to the Government's Consultation Principles, the Planning Act 2008 and the Highways Act 1980 as required, and may collect personal data to help shape development of highways schemes.

Personal data collected for the M60 Junction 18 Simister Island interchange scheme will be processed and retained by Highways England and its appointed

contractors until the scheme is complete.

Under the GDPR regulations you have the right to request the following information from us:

- Right of access to the data (Subject Access Request)
- Right for the rectification of errors
- Right to erasure of personal data – this is not an absolute right under the legislation
- Right to restrict processing or to object to processing
- Right to data portability

If, at any point, Highways England plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will provide you with information about what that other purpose is. This will be done prior to any further processing taking place. The extra information will include any relevant further information as referred to above, including the right to object to that further processing.

You have the right to lodge a complaint with the supervisory authority, the Information Commissioners Office.



If you'd like more information about how we manage data, or a copy of our privacy notice, please contact DataProtectionAdvice@highwaysengland.co.uk

1. Please tell us why you usually use this junction: (tick all that apply):

- Travelling to or from work
- Travelling for business
- Shopping
- Leisure/recreation
- School drop-off/pick-up
- Long distance journeys (greater than 10 miles)
- Other (please specify):

2. Which day(s) of the week do you usually use junction 18 (tick all that apply):

- Monday
- Tuesday
- Wednesday
- Thursday
- Friday
- Saturday
- Sunday

3. When do you usually travel? (tick all that apply):

- Weekday morning peak (7am to 9am)
- Weekday evening peak (5pm to 7pm)
- Weekday off peak (all other times)
- Weekends anytime

4a. How satisfied are you with the following elements of travelling through the junction as it is now? (please tick one answer in each row):

	Very dissatisfied	Fairly dissatisfied	Neutral	Fairly satisfied	Very satisfied
Journey time	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Level of congestion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Road layout	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Road signs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Road markings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic signals	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4b. Please provide us with any further comments you may have on the junction as it is now:

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7b. Please provide any comments you wish to add:

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5. How do you normally travel through junction 18 of the M60?

- Car
- HGV or LGV
- Bus or coach
- Motorcycle
- Other (please specify):

6. To what extent do you agree that we need to improve traffic flows through junction 18 of the M60:

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree

Northern Loop option (shown on page 4 of the brochure):

New loop structure from M60 eastbound to M60 southbound, realignment of slip road from M66 southbound to M62 eastbound, new free flow-link from M60 northbound to M60 westbound, conversion of hard shoulders to running lanes between junctions 17 and 18 and renewal of traffic signals, signs and street lighting at junction 18.

7a. Please tick one of the following boxes which best represents your views on the Northern Loop option:

- Strongly oppose
- Oppose
- Neutral
- Support
- Strongly support

Inner Links option (shown on page 5 of the brochure):

New free-flow slip road from M60 eastbound to M66 northbound, widening of roundabout at junction 18, new free-flow link from M60 northbound to M60 westbound, conversion of hard shoulders to running lanes.

8a. Please tick one of the following boxes which best represents your views on the Inner Links option:

- Strongly oppose
- Oppose
- Neutral
- Support
- Strongly support

8b. Please provide any comments you wish to add:

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If you need help accessing this or any other Highways England information, please call 0300 123 5000 and we will help you.



Consultation postcard:

M60 Junction 18 Simister Island Interchange Public consultation

22 June to Monday 17 August 2020

Don't forget that we're consulting on two options to improve M60 junction 18 Simister Island Interchange, and we want to hear your views.

You can speak to us about any questions or concerns you have during one of our telephone consultation events by calling* **141 0117 2444 061** during the following dates and times:

- **Saturday 18 July, 11am – 7pm**
- **Tuesday 21 July, 11am – 7pm**



Or...

You can also ask us any questions you have during our online question and answer session.

This is taking place between **10am and 5pm on Thursday 16 July** on our webpage



*Your standard rates apply. Dialling 141 in front of the consultation phone number helps us to ensure compliance with the General Data Protection Regulations. This will not charge you any additional fees.

M60 junction 18 Simister Island interchange

You can find information about the project, join our online question and answer session and respond to our consultation on our webpage at www.highwaysengland.co.uk/m60-j18-simister-island

Since our consultation has launched, we have uploaded a video providing an overview of our consultation, our options design drawings, and we've updated our 'Frequently Asked Questions' document.

If you require printed copies of our consultation materials and response form, please get in touch with us to request these by:

Email: M60J18SimisterIslandInterchange@highwaysengland.co.uk

Telephone: **0300 123 5000**
(Customer Contact Centre)

Please respond by **Monday 17 August**

Mr and Mrs Smith
123 Smith Street
Taunton
Somerset
TA1 1AA

Highways England - MCR20_0122

Scan to go straight to our scheme webpage



Please recycle me

Consultation posters:



We're consulting on two options to reduce congestion and improve journey times through this key junction.

To find out more information about the project and details on how to respond to the consultation, visit our webpage at:

highwaysengland.co.uk/m60-j18-simister-island

Have your say between **22 June** and **17 August**



Highways England creative MCR20_0122



We're consulting on two options to reduce congestion and improve journey times through this key junction. The consultation is soon coming to an end, so make sure you **send in your views before the 17 August**.

To find out more information about the project and details on how to respond to the consultation, please get in touch to receive a printed copy of our consultation materials:

Email: M60J18SimisterIslandInterchange@highwaysengland.co.uk

Telephone: **0300 123 5000** (Customer Contact Centre)

Alternatively, you can visit our webpage at

highwaysengland.co.uk/m60-j18-simister-island



Highways England creative MCR20_0122

Consultation social media activity:

The image shows two social media posts. On the left is a Facebook post from 'Highways England: North-West' dated 22 June at 01:57. The post features a teal banner with the text 'M60 Junction 18 Simister Island Interchange' and the Highways England logo. Below the banner, the text reads: 'The only motorway which you need to come off to continue your journey on the same motorway could be getting its missing link! Our M60 #SimisterIsland Interchange upgrade consultation launches today. Find out more on our webpage highwaysengland.co.uk/m60-j18-simister-island'. The post has 10 reactions, 2 comments, 9 shares, and 965 views.

On the right is a Twitter thread from 'Highways England @HighwaysNWest' dated Jun 22. The tweet text says: 'The only motorway which you need to come off to continue your journey on the same motorway could be getting its missing link! Our M60 #SimisterIsland Interchange upgrade consultation launches today. Find out more on our webpage highwaysengland.co.uk/m60-j18-simist...'. The tweet includes an image of a road layout shaped like an ear, with the text 'We'd like to hear your views Simister Island Interchange options consultation' and '0:01 6.4K views'. The tweet has 19 replies, 23 retweets, and 17 likes.

The image displays three social media posts. The leftmost is a Facebook post from 'Highways England: North-West' dated 29 June at 08:04. It announces a telephone consultation event for the M60 #SimisterIsland Interchange project, inviting users to visit highwaysengland.co.uk/m60-j18-simister-island for details. The post includes an image of a busy highway and has 4 shares.

The middle post is a Facebook post from 'Highways England: North-West' dated 1 July at 07:25. It states: 'We're consulting on plans to improve M60 Junction 18 Simister Island. Share your views with us by Monday 17 August.' The post features a teal banner with the text 'M60 Junction 18 Simister Island Interchange on our proposed options' and the Highways England logo. Below the banner, it says 'HIGHWAYS ENGLAND CO.UK M60 J18 Simister Island highwaysengland.co.uk/m60-j18-simister-island Learn More'. The post has 24 reactions, 30 comments, and 17 shares.

The rightmost post is a Twitter thread from 'Highways England @HighwaysNWest' dated 17 hours ago. It announces two telephone consultation events for the M60 #SimisterIsland Interchange project, inviting users to visit highwaysengland.co.uk/m60-j18-simist... for details. The tweet includes an image of a rotary telephone.

Consultation engagement van advertising:



Appendix B

Code Frame

Q1. Please tell us why you usually use this junction? *MULTI*

1. Travelling to or from work
2. Travelling for business
3. Shopping
4. Leisure/recreation
5. School drop-off/pick-up
6. Long distance journeys (longer than 10 miles)
7. Other, specify
8. Visiting family/friends
9. Health reasons – medical appointments etc
10. I don't use the junction
11. Live at/near junction
12. Work as a driver/involves driving
13. Use junction regularly – daily etc
14. Comment about junction as it is now (coded at Q4b)
15. Comment about proposed scheme (coded at Q9)

Q4b. Please provide us with any further comments you may have on the junction as it is now. *MULTI*

1. Junction isn't fit for purpose
2. Badly designed – outdated etc
3. Unsafe
4. Congested – traffic flow should be improved
5. Volume of traffic is too high – lack of capacity currently
6. Traffic lights issues – phasing/placement etc
7. Road markings should be improved
8. Time-consuming – delays etc
9. Problems with lane structure – narrow/confusing for drivers etc
10. Inadequate lighting
11. Issues caused by poor driving behaviour – better policing required
12. Signage issues
13. Negative impact on environment – pollution etc
14. Junction works (reasonably) well
15. Comment about proposed scheme (coded at Q9)
16. Congestion at junction caused by issues further along motorway
17. Best to avoid peak travel
18. Problems with noise pollution
19. Problems at junction have wider impact – junction 17 etc
20. Negative impact on local residents
21. Impact of Smart motorway on junction – no hard shoulder etc
22. Speed issues – managing variable speeds etc
23. Road markings/labelling works (quite) well – safer etc
24. Flooding issues – should be resolved
25. Issues caused using roundabout
26. Other

Q5. How do you normally travel through junction 18 of the M60? *MULTI*

1. Car
2. HGV or LGV
3. Bus or coach
4. Motorcycle
5. Other, specify
6. Van/Campervan
7. Other

**Q7b. Please provide any comments you wish to add. (Northern Loop)
*MULTI***

Positive

101. Best/better solution – most beneficial
102. Good design – simple/effective
103. Better safety
104. Would improve traffic flow/reduce congestion
105. Caters for volume of traffic – increased capacity
106. In favour of free-flow links
107. Better option for environment – less pollution/effective mitigation etc
108. More reliable journey times – reduced delays
109. Cost-effective
110. Less land required/less impact on area
111. Resolves lane structure issues
112. Reduces issues caused by traffic lights
113. Scheme is welcome/improvement is necessary
114. Keeps traffic off roundabout
115. Better for local residents
116. Better for drivers – easier to understand etc
117. Accommodates future economic growth in area

Negative

201. Inadequate solution/design – amendments/improvements required
202. Against conversion of hard shoulder
203. Safety issues – potential for accidents
204. Expensive (waste of money) – need cheaper/more cost-effective alternative
205. Negative environmental impact – carbon footprint
206. Against Smart motorways
207. Road traffic should be reduced not encouraged – use of public transport/alternative modes
208. Concerns about impact of construction – duration etc
209. Against scheme – not required
210. Improved signage required
211. Increase in noise pollution
212. Increase in air pollution
213. Negative impact on local residents
214. Does not address congestion/improve traffic flow
215. Increased lighting/visual impact (client code)

- 216. Too much land required/too much impact on area
- 217. Lane structure issues remain
- 218. No improvement to journey times
- 219. Negative impact on nature conservation – should accommodate wildlife etc
- 220. Should be more future-proof – post Covid-19 travel behaviour

Neutral

- 301. Need more information to decide
- 302. Feel neutral towards option(s)

Other

- 401. Other

Q8b. Please provide any comments you may wish to add. (Inner Links)
MULTI

Positive

- 101. Best option – most beneficial
- 102. Reasonable solution – workable/a slight improvement
- 103. In favour of free-flow links
- 104. Less expensive
- 105. Reduces congestion/improves traffic flow
- 106. Less land required/less impact on area
- 107. Less disruption during construction
- 108. Scheme is necessary/improvement is necessary
- 109. Better option for environment – less pollution/effective mitigation etc

Negative

- 201. Northern Loop is better
- 202. Poorly designed – unworkable/too complicated
- 203. Inadequate solution/design – amendments/improvements required
- 204. No difference to current system
- 205. Does not address congestion/improve traffic flow
- 206. Safety concerns – potential for accidents
- 207. Not cost-effective – waste of money
- 208. Issues caused by traffic lights
- 209. Increased journey times – delays
- 210. Problems with lane structure – crossing lanes etc
- 211. Too confusing for drivers
- 212. Does not provide for traffic volume – capacity
- 213. Against conversion of hard shoulder
- 214. Concerns about impact of construction
- 215. Road traffic should be reduced not encouraged – use of public transport/alternative modes
- 216. Negative impact on environment – pollution/carbon footprint
- 217. Against scheme – not required
- 218. Against Smart motorways
- 219. Increase in air pollution
- 220. Concerns about increased noise pollution

- 221. Negative impact on local residents
- 222. Increased lighting/visual impact
- 223. Traffic still has to use roundabout
- 224. Issues caused by poor driving behaviour – blocking box junctions etc
- 225. Negative impact on nature conservation – should accommodate wildlife etc
- 226. Loss of land
- 227. Should be more future-proof – post Covid-19 travel behaviour
- 228. Problems at junction have wider impact – junction 17 etc

Neutral

- 301. Need more information to decide
- 302. Feel neutral towards option(s)

Other

- 401. Other

Q9. We would like to know what is important to you. Do you have any concerns about particular issues in relation to this scheme? *MULTI*

- 1. In favour of scheme (general) – no concerns etc
- 2. Prefer Northern Loop
- 3. Prefer Inner Links
- 4. Addressing congestion/improving traffic flow
- 5. Reducing journey times – avoiding delays
- 6. Safety
- 7. Air pollution
- 8. Noise pollution
- 9. Impact on environment – reducing carbon footprint
- 10. Negative impact on local residents/roads/properties
- 11. Negative impact of construction – duration etc
- 12. Need to maintain the hard shoulder
- 13. Negative impact on landscape – mitigation necessary
- 14. Object to scheme – not required
- 15. Road traffic should be reduced not encouraged – use of public transport/alternative modes
- 16. Should be cost-effective – not a waste of money
- 17. Inadequate solution(s)/design(s) – amendments/improvements required
- 18. Concerns about lane structure
- 19. Issues caused by traffic lights
- 20. Planning for the future – post Covid-19 travel behaviour etc
- 21. Need more information to decide
- 22. Against Smart motorways
- 23. Avoiding confusion for drivers
- 24. Scheme will have knock-on effect – cause traffic problems elsewhere
- 25. Signage should meet requirements
- 26. Wider motorway network needs investment/improvement
- 27. Loss of land

28. Issues caused by poor driving behaviour
29. Avoiding/managing incidents/accidents
30. Issues caused using roundabout
31. Impact on nature conservation – should accommodate wildlife
32. Maintaining appropriate speed/avoiding restrictions
33. Addressing traffic volume
34. Timeframe for work
35. In favour of free-flow links
36. Increased lighting/visual impact
37. Flooding issues – should be resolved
38. Should facilitate future economic growth in area
39. Should meet Air Quality Management Area/Clean Air Plan requirements for NO2 levels
40. Would like to be consulted in the future
41. Scheme has potential for green infrastructure gains/biodiversity enhancements (Natural England)
42. Scheme provides benefits for local residents – reduces use of local road network etc
43. Work at Simister should be coordinated with other major developments/projects – Northern Gateway etc
44. Construction work should adhere to Standard Conditions for Works Adjacent to Pipelines (UU)
45. Employment/training opportunities should be provided for GM residents
46. Should support active travel modes in communities severed by motorway
47. Communication should be provided throughout construction period with e.g. Salford City Council
48. Need to take account of effects of development on population/human health (PHE)
49. Need to take account of potential environmental hazards (PHE)
50. Need to consider impact of Electric and Magnetic Fields (PHE)
51. Need to consider impact of emissions to watercourses (PHE)
52. Need to take account of waste disposal – impact on health (PHE)
53. Need to control Major Accident Hazards – fires etc (PHE)
54. Need to consider possible exposure to ionising radiation (PHE)
55. Need to consider impact on health of vulnerable groups (PHE)
56. Other

Q10. How did you hear about the consultation? *MULTI*

1. Brochure received in the post
2. Press release/media
3. Scheme webpage
4. Social media advert
5. Word of mouth
6. Other, specify
7. Facebook
8. Via local council
9. Email notification
10. Local news/newspaper – Manchester Evening News etc
11. Online – Google etc
12. Mailing list – Government etc
13. Twitter
14. Via Highways England – report/Sharepoint etc
15. Community association/group – Simister Village etc
16. Liberal Democrat Party

Q12. Which communication channel(s) have you used to find out more about the proposed scheme? *MULTI*

1. Scheme webpage
2. Council website
3. Local press
4. Social Media
5. Not applicable
6. Other, please specify
7. HE literature – brochure etc
8. None (yet)
9. Word of mouth
10. Not answered
11. Community association/group
12. Liberal Democrat Party
13. Newsletter – from local council etc
14. Meeting/discussion with HE
15. News
16. Via post – documents etc
17. Telephone

Q14. Please provide us with any comments you may have about the information presented within our materials, or the consultation process.
MULTI

1. In favour of scheme (general)
2. Good visuals – brochure, diagrams, videos etc
3. Good provision of information (general)
4. Need further information/detail
5. Environmental impact not sufficiently covered
6. Problems with visuals/graphics – inaccurate/inadequate/operation
7. Noise levels insufficiently covered
8. Air pollution levels insufficiently covered
9. Confusing/complicated – too technical/too many options etc
10. Too much money spent on presentation – could be simpler/cheaper
11. Focus should be on views of local residents/compensation offered
12. Concerns about impact of construction – duration/disruption etc
13. Clearly presented/laid out
14. Good to be consulted
15. Better planning required – scheme(s) should be future-proofed
16. Question validity of consultation – already decided/better consultation required etc
17. Concerns about cost of scheme – should be better spent
18. Problems with options provided – inadequate/ineffective/need alternative
19. Oppose scheme (general)
20. Effects of Covid-19 – changes to requirements for road expansion/travel etc
21. Would like simulated driving experience
22. Superfluous information
23. Need to address safety concerns
24. Important to resolve congestion
25. Problems accessing consultation – via links/social media etc
26. N/A
27. Better communication required – provide answers/opportunities for discussion etc
28. Good consultation process – timeframe/methods etc
29. Consultation should be more widely publicised
30. Other
31. Would like to be consulted in future on other motorway projects
32. Comments provided are coded elsewhere/previous in survey

Q15. Please provide us with any comments on how we can engage with you in the future. *MULTI*

- 1. Email**
- 2. Post**
- 3. Would like to be kept up to date**
- 4. Happy with engagement - to be contacted etc**
- 5. Website**
- 6. Social Media – Facebook etc**
- 7. Consider views of/work with local residents**
- 8. Local media/press**
- 9. Information on roadworks – disruption etc**
- 10. Phone**
- 11. Motorway advertising**
- 12. Face-to-face – meetings etc**
- 13. Further/wider consultation**
- 14. Stakeholder channels – direct involvement of stakeholder groups**
- 15. Other**
- 16. Comments provided are coded elsewhere/previously in survey**
- 17. N/A**
- 18. Irrelevant**

L.16 Development Consent Leaflet – February 2023

Development consent for our major road schemes



What is development consent?

Nationally Significant Infrastructure Projects (NSIPs) are major infrastructure projects such as new harbours, roads, power generating stations (including offshore wind farms) and electricity transmission lines. These need development consent before construction can start.

Under the Planning Act 2008, development consent is granted through a Development Consent Order (DCO). This gives permission to construct and maintain projects categorised as NSIPs.

Some of our major road projects are NSIPs, which means we need to apply for and get a DCO before we can start construction.

We submit a DCO application to the Planning Inspectorate, the government agency responsible for operating the planning process for NSIPs. Before we do this, we hold consultations as part of our wider engagement activity. This is in advance of the request for representations and the examination of the application that the Planning Inspectorate organises once it accepts an application.

How do I have my say on road projects that affect me or my community?

We engage and consult with relevant local authorities, anyone with an interest in the affected land, statutory consultees such as the Environment Agency, local communities and our customers on the proposals for all our major road projects.

Where we consult the local community under the Planning Act, we work with the relevant local authorities to prepare a statement. This sets out how we will consult people living near the project. To ensure people are aware of consultations that affect them and how they can take part, we place notices in local and national press to advertise the consultation.

We sometimes carry out consultation in stages. This is so that feedback can influence the type, geographical route and design of the project that we take forward. Sometimes that may mean that having consulted, we announce a preferred route for a project. We will then carry out further consultation to inform the proposals before we finalise our DCO application.

During our consultations, stakeholders and customers can respond to our pre-application consultation. This gives you an opportunity to influence and improve the project, as well as tell us whether you agree or disagree with it.

The best time to influence and improve a project is before the DCO application. There is limited time and scope for change after an application is made. This is because of the maximum time legally allowed for an examination.

To ensure transparency, we publish a consultation report to set out how we have considered responses following each round of consultation. We must include a consultation report in our application to the Planning Inspectorate for the DCO.

How does it work?

When the Planning Inspectorate receives and accepts an application, they will appoint an independent Examining Authority to carry out the examination. Before the examination starts, we contact statutory consultees, relevant local authorities and anyone with an interest in the affected land. This is to notify them of their opportunity to register to take part in the examination of the project and to make representations on the

DCO application. We also publicise this opportunity in local and national press.

The Examining Authority considers contributions, including any Local Impact Reports received from local authorities, representations from interested parties, written answers provided to written questions, and evidence provided at hearings. The Examining Authority manages the examination of applications and decides which main issues it will examine.

At the end of an examination, the Examining Authority submits a report to the relevant Secretary of State. This includes a recommendation on whether to grant development consent. The Secretary of State decides to grant or refuse development consent. The proposals in a granted DCO may differ from those in the DCO application. This may be due to input from registered persons during the examination.

The Planning Inspectorate has a public register of applications received on their webpage. There is a specific page for each DCO application where the public can access and read applications and accompanying documents, including reports of pre-application consultations.



If you need help accessing this or any other National Highways information, please call **0300 123 5000** and we will help you.

For more information about the planning process for Nationally Significant Infrastructure Projects, please visit:

<https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes>

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This document is also available on our website at www.nationalhighways.co.uk

For an accessible version of this publication please call **0300 123 5000** and we will help you.

If you have any enquiries about this publication email info@nationalhighways.co.uk or call **0300 123 5000***. Please quote the National Highways publications code **PR213/18**.

National Highways creative job number BHM19_0033

*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls. These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

Printed on paper from well-managed forests and other controlled sources when issued directly by National Highways.

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National Highways Limited registered in England and Wales number 09346363

L.17 Your Property and Blight – February 2023

Your property and blight

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National Highways

At National Highways, we maintain, operate and improve England's motorways and major A-roads, the roads we all use between major cities and which are vital to our economy.

The government has tasked us with delivering their road investment strategy. This is a programme of investment which aims to improve journeys, tackle congestion, support the economy and maintain safety.

Introduction

This guide aims to inform you about blight caused by major new road proposals or improvements. It has been produced to help you to understand whether your property may be affected and the options available to you.

More information about the process we follow to deliver our larger road schemes and other types of compensation that may be available can be found in the following publications:

Your property and our road proposals

Your property and land surveys

Your property and discretionary purchase

Your property and compulsory purchase

Your property and compensation or mitigation

for the effects of our road proposals

Your property and Part I compensation

These booklets are updated from time to time to ensure they are correct. The latest versions are always published on our website. Please check the website to ensure you are reading the latest version.

For more information

@ info@nationalhighways.co.uk

☎ 0300 123 5000

www www.nationalhighways.co.uk

Blight explained

Blight is when the value of a property is substantially reduced because of a proposal to carry out public works, such as a new road or improvements to an existing road and the owners are unable to sell it at unaffected market value; this is the amount the property would be worth if the scheme did not exist, not the blighted (reduced) value.

Under the Town and Country Planning Act 1990 (as amended), we have legislative powers to buy certain interests in blighted land and property. We purchase blighted properties at their unaffected market value.

Properties that are on the line of the proposed route and where land is required for the scheme can be directly affected by blight; this is known as statutory blight. Blight can also affect properties that are not directly on the line of the route and where no land is required for the scheme; these properties are known as 'off-line'. Although we are not obliged to buy off-line properties, Parliament has recognised that in certain circumstances home owners might have an urgent need to move but cannot sell their property except at a significantly reduced price as a result of the scheme.

To find out more about the rare circumstances where we may consider buying off-line properties please see our guide *Your property and discretionary purchase*.

For more information

@ info@nationalhighways.co.uk

☎ 0300 123 5000

www www.nationalhighways.co.uk



When a blight notice can be submitted

Statutory blight is normally triggered following National Highways issuing a notification of development to the local planning authority, with a plan showing the land it expects will be required for the new or improved road. This is the first time we can say with any certainty which properties will be affected by the scheme. Property owners on the line of the route can then ask us to buy their property. We cannot accept blight notices before the notification of development has been issued.

We cannot accept blight notices before the notification of development is issued.

Applicant eligibility (qualifying interests)

Blight notices can be served by both freeholders and leaseholders, providing the lease has at least three years remaining. To be eligible you must have an interest in the land as one of the following:

- A residential owner-occupier of a private dwelling.
- An owner-occupier of business premises with a net annual value not currently exceeding £36,000 per year.
- An owner-occupier of an agricultural unit or part of an agricultural unit.
- A mortgage lender who has the right to sell the property and who can give immediate possession (see notes on page 16).
- A personal representative of a deceased person who, at the date of his/her death, would have been able to serve a blight notice (see notes on page 17).

Applications can be made for homes, business premises or agricultural units provided you have occupied the property for at least six months. If you move out of a property without serving a blight notice, you can still serve one within 12 months providing the property has been unoccupied since you moved.

Important: we can only consider blight notices for the whole of your freehold or leasehold interest in a property, even if only part of the property is on the line of the route.



Applications can be made for homes, business premises or agricultural units provided you have occupied the property for at least six months.

Reasonable endeavours to sell the property

Properties are considered blighted by a road scheme when, as a result of them being on the line of the scheme, the owners are unable to sell except at a substantially reduced price (ie when compared to unaffected market value). Therefore to be eligible to serve a blight notice you must be able to show that you have made reasonable endeavours to sell the property at a realistic unaffected price and that you have been unable to do so. You should enclose marketing evidence with your blight notice, such as copies of advertisements and any offers received. If you serve a blight notice after a development consent order has been made or a compulsory purchase order has been confirmed, but before you receive notice that we are exercising our compulsory acquisition powers in the made or confirmed order, you do not need to show that you have made reasonable endeavours to sell your property. However, you will still need to show us that your property is blighted.

Requesting and submitting a blight notice

Request a blight notice

@ info@nationalhighways.co.uk

☎ 0300 123 5000

Your completed blight notice and supporting information should be submitted to the National Highways office dealing with the specific scheme. We will confirm receipt of your blight notice.

You can find contact details for our schemes on our website:

🌐 www.nationalhighways.co.uk/our-work

Properties are considered blighted by a road scheme when, as a result of them being on the line of the scheme, the owners are unable to sell except at a substantially reduced price.





Within two months of receiving your blight notice we will decide whether or not to accept it.

How we process a blight notice

We will check that you have a qualifying interest in the property (see page 8).

If your interest in the property qualifies for blight we will:

- Assess whether any or all of your property will be required permanently for the road scheme.
- Ask our valuer to confirm whether you have made reasonable endeavours to sell your property at a realistic unaffected price (see page 10).

Where only part of your property is required for the road scheme we will assess the following:

- In the case of a house, building or factory, whether the part required can be taken without detrimentally affecting the house, building or factory.
- In the case of a park or garden belonging to a house, whether the part required can be taken without seriously affecting the amenity or convenience of the house.
- In the case of an agricultural unit, whether the unaffected area can still be farmed either by itself or with other land you own or lease (with at least three years remaining on the lease) at the time you submitted the blight notice.

Within two months of receiving your blight notice we will decide whether or not to accept it. If we accept the notice we will offer to purchase your property.

If we do not accept the blight notice we will serve you with a counter-notice. Under s151(4) Town and Country Planning Act 1990 (as amended) we can issue a counter-notice on a number of grounds including:

- No part of the house, business premises or agricultural unit is required for the scheme.
- We do not propose to purchase any part of the house, business premises or agricultural unit.
- We only require part of the house, business premises or agricultural unit and propose purchasing only that part.

In cases where we are not sure how much of your property we need for the scheme, and providing all the aforementioned requirements have been met, we would normally accept the blight notice and would offer to purchase the whole property.

If we do not serve a counter-notice within two months of receiving a valid blight notice, the blight notice automatically becomes accepted and we have to offer to purchase your property.

Your options if we serve a counter-notice

If we serve a counter-notice to purchase only part of the property and you accept it, your blight notice only becomes valid for the part we intend to acquire.

You have one month from when we serve a counter-notice to accept our proposal to acquire only part of your property. If you do not act within this time, the blight notice lapses and is no longer valid.

Alternatively: if you disagree with our decision to serve a counter-notice, either rejecting your blight notice or offering to purchase only part of your property, you can challenge this in the Lands Chamber of the Upper Tribunal. The Tribunal is the court of law appointed to deal with these types of disputes. You have one month from the date we serve the counter-notice to do this. The Tribunal's address is

Upper Tribunal (Lands Chamber)
5th Floor, 7 Rolls Buildings
Fetter Lane, London
EC4A 1NL

The Tribunal will decide whether our objection is correct and if it was not, may require us to offer to purchase the whole of your property.

Compensation

Where we accept your blight notice to offer to purchase your property or serve a counter-notice offering to purchase only part of it, we will ask our contracted independent professional valuers to begin compensation negotiations with you.

You will be entitled to the full unaffected market value of your property. If the blight notice relates to a residential property you may be entitled to a home loss payment. If we are purchasing a non-residential property under blight, you may be entitled to basic and occupier's loss payments.

We will also pay your surveyor's and solicitor's costs for preparing and submitting the successful blight notice. However, we will not pay the costs involved in marketing the property beforehand nor will we pay the costs for preparing and submitting unsuccessful blight notices.

We may pay disturbance costs caused by our purchase, such as removal costs and alterations of fixtures and furnishings.

After we accept your blight notice you have three years to complete the sale of your property to us unless during that time, we agree compensation, you refer your claim to the Upper Tribunal or we take possession of it to carry out the road scheme (in which case your blight notice will remain valid indefinitely).

It is important to note that neither we, nor the local housing authority, have any duty to re-house you if we acquire your home under blight.

Referring compensation disputes to the Upper Tribunal

We would like to reach a compensation agreement with you and will work with you throughout the process. Where we cannot agree compensation, you can refer your claim to the Lands Chamber of the Upper Tribunal.

To refer your case to the Upper Tribunal, you need to submit an application in writing to:

Upper Tribunal (Lands Chamber)
5th Floor
7 Rolls Buildings
Fetter Lane
London
EC4A 1NL

When the Upper Tribunal receives an application all parties are encouraged to attend mediation meetings before the Tribunal hearing. A neutral third party oversees mediation meetings and will encourage all involved to reach an agreement on the disputed points. It may not be possible to reach agreement on all the issues but settling some points can save time and reduce costs of the Tribunal hearing. The Tribunal will make the final decision on your claim.

Important: [The Upper Tribunal can award costs to either party so it is important that you seek professional advice before referring your claim.](#)

Withdrawal of your blight notice

You can withdraw your blight notice provided:

- The purchase has not been completed.
- The Upper Tribunal (Lands Chamber) has not determined compensation, or where it has determined compensation you withdraw the blight notice within six weeks of such a determination.
- We have not taken possession of your property.

Blight notices from mortgage lenders

Mortgage lenders can serve blight notices for property on the line of the scheme following the issuing of a notification of development (see page 8). To do so they must be able to satisfy the following statutory conditions:

- Be entitled (for example: by virtue of a court order) to sell the property.
- Be able to give vacant possession.
- Have made reasonable endeavours to sell the property, except where a development consent order has been made or a compulsory purchase order confirmed.
- Have been unable to sell the property except at a substantially reduced price because of the proposal to carry out the road scheme.

A mortgage lender may not serve a blight notice where another person has served a blight notice that has not been withdrawn; or where that blight notice has been countered, within one month of the counter-notice being served; or if the counter-notice has been referred to the Lands Chamber of the Upper Tribunal, until it has been upheld.

Blight notices from personal representatives of a deceased person

The personal representative of a deceased person (including executors and administrators) may serve a blight notice for property on the line of the scheme following the issuing of a notification of development (see page 8) provided:

- At the date of his/her death the deceased was entitled to a qualifying interest in the property and could have served a blight notice.
- The personal representative has made reasonable endeavours to sell the property.
- The personal representative has been unable to sell the property except at a substantially reduced price because of the proposal to carry out the road scheme.
- One or more individuals (but not a corporate body) are beneficially entitled to the freehold or leasehold (with more than three years left to run) interest in the property.

A personal representative may not serve a blight notice where another person has served a blight notice that has not been withdrawn; where that blight notice has been countered within one month of the counter-notice being served; or if the counter-notice has been referred to the Lands Chamber of the Upper Tribunal, until it has been upheld. However, where the person who served the blight notice has passed away, a personal representative can become the claimant.

Data protection and you

National Highways will collect and process your data in relation to your property claim. National Highways is permitted to do this in order to: carry out our statutory and public functions; enter into a contract with you; and/or meet any statutory requirements relating to compulsory purchase powers (where relevant).

We will not use your personal information for any purpose other than to process your property claim or to meet our statutory requirements. All information we hold will be maintained accurately and kept as up-to-date as possible. Your data will be processed and retained by National Highways and our appointed contractors until the purpose for which it was collected is complete. In some cases, we may be required to share your information with the Planning Inspectorate. If you appoint an agent to negotiate your claim, we will take that as agreement to share your information, other than your bank or building society details, with them, unless you instruct us not to do so.

Under the General Data Protection Regulation you have the following rights:

- Right of access to the data (Subject Access Request)
- Right for the rectification of errors
- Right to erasure of personal data – this is not an absolute right under the legislation
- Right to restrict processing or to object to processing
- Right to data portability.

To exercise these rights, please contact our Data Protection Officer using the following contact details:

- @ DataProtectionAdvice@nationalhighways.co.uk
- ✉ Data Protection Officer
National Highways, Piccadilly Gate,
Store Street, Manchester, M1 2WD

If, at any point, National Highways plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will provide you with information about what that other purpose is and any relevant further information about the rights referred to above, including the right to object to that further processing.

You have the right to lodge a complaint with the supervisory authority, the Information Commissioner's Office.

Complaints procedure

Our aim is to provide the best possible service at all times but there may be circumstances in which you wish to make a complaint about the handling of your claim. We are keen to improve the service we offer our customers wherever possible and provide redress where appropriate. However, if we offer to purchase your property and you are unhappy with our offer of compensation this falls outside the remit of our complaints procedure and you can ask the Upper Tribunal (Lands Chamber) to determine your claim.

More information about the complaints procedure can be found at:

- @ info@nationalhighways.co.uk
- ☎ 0300 123 5000
- www www.nationalhighways.co.uk

Further information

The government publishes the following series of technical booklets that you may find useful.

- Booklet 1: Compulsory purchase procedure
- Booklet 2: Compensation to business owners and occupiers
- Booklet 3: Compensation to agricultural owners and occupiers
- Booklet 4: Compensation to residential owners and occupiers
- Booklet 5: Mitigation works

The booklets are available on the government website:

www.gov.uk/government/collections/compulsory-purchase-system-guidance

If you need help accessing this or any other National Highways information, please call 0300 123 5000 and we will help you.

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For an accessible version of this publication please call **0300 123 5000** and we will help you.

If you have any enquiries about this publication email info@nationalhighways.co.uk or call **0300 123 5000**. Please quote the National Highways publications code **PR129/22**.

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L.18 Your Property and Discretionary Purchase – February 2023

Your property
and discretionary
purchase

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National Highways

At National Highways, we maintain, operate and improve England's motorways and major A-roads, the roads we all use between major cities and which are vital to our economy.

The government has tasked us with delivering their road investment strategy. This is a programme of investment which aims to improve journeys, tackle congestion, support the economy and maintain safety.

Introduction

This guide will provide you with information about the circumstances in which we may offer to purchase property either in advance of requirements for a new or improved road scheme or where the construction works or the road in use will seriously affect your enjoyment of the property.

We realise that some of the terms we use in this booklet may not be familiar to you, so we have included a glossary in Annex 1 at the end.

More information about the process we follow to deliver our larger road schemes and other types of compensation that may be available can be found in the following publications:

Your property and our road proposals

Your property and land surveys

Your property and blight

Your property and compulsory purchase

Your property and compensation or mitigation for the effects of our road proposals

Your property and Part I compensation

These booklets are updated from time to time to ensure they are correct. The latest versions are always published on our website. Please check the website to ensure you are reading the latest version.

For more information

@ info@nationalhighways.co.uk

☎ 0300 123 5000

www www.nationalhighways.co.uk

Discretionary purchase

There may be situations where owners have a pressing need to sell their property and are unable to do so except at a significantly reduced price as a result of our proposed road scheme. While we are under no obligation to purchase those properties, Parliament has given us the ability to purchase properties using discretionary powers in the following sections of the Highways Act 1980:

- Section 248 applications can be made for properties on the line of one of our published public consultation route options or on the preferred route once announced ('on-line property'). There may also be situations where the planning inspector recommends we investigate an alternative route suggested by a third party. Property owners on that alternative route can also apply under this section.
- Section 246 applications can normally be made once the notification of development is issued to the local planning authority, giving notice of the preferred route, for properties not on its line ('off-line property') but the enjoyment of which is seriously affected as follows:

- Section 246(2A) serious effect from the construction works or from the road in use. Applications can normally be made after a notification of development has been issued to the local planning authority.
- Section 246(2)(a) serious effect from the construction works. Applications can be made during the construction period.
- Section 246(2)(b) serious effect from the road in use. Applications can be made during the first year after it has opened to traffic.

This booklet explains the way in which we will consider applications. However, please note that we only exercise our discretion in exceptional circumstances.

Requesting and submitting an application for discretionary purchase

Please let us know the section of the Highways Act 1980 under which you are applying for discretionary purchase so that we can send you the correct form. If you are unsure we can advise you.

Request an application form

@ info@nationalhighways.co.uk

☎ 0300 123 5000

Your completed application and supporting information should be submitted to the National Highways office dealing with the specific scheme.

You can find contact details for our schemes on our website:

www www.nationalhighways.co.uk/our-work

We will confirm receipt of your discretionary purchase application.

We aim to decide applications within three months of receipt, providing they are fully completed. However, some applications may take longer; we will let you know if this is the case.



How we assess your application

Applications under section 246 (off-line property), are assessed in three stages.

Stage 1 – the pre-conditions

We will consider whether you have met the pre-conditions for submitting an application. We will:

- check that you have a qualifying interest in the property (including whether you meet the occupancy requirements and whether your application relates to the whole of your interest in a single hereditament)
- ask our valuer to confirm whether you have made reasonable endeavours to sell your property at a realistic price and have been unable to do so.

Stage 2 - the assessment of serious effect

We will assess the effects of the road scheme on your enjoyment of your property to determine whether it is (or is predicted to be) seriously affected from:

- Diminution in value
- Visual impact
- Noise
- The severe aggravation of a pre-existing medical condition
- Any other factor stated in your application

Stage 3 – your case for discretionary purchase

We will consider whether your case for discretionary purchase justifies National Highways exercising its limited discretion to offer to purchase your property. We will consider whether you:

- have a pressing need to sell (ie a need to sell now or in the immediate future) and will suffer severe hardship as a result of being unable to sell, except at a significantly reduced price
- purchased your property with foreknowledge of the road scheme.

Further information about each of the factors in these stages can be found in the following pages of this booklet. Please note that we can only consider stages 2 and 3 if your application has met the criteria in the earlier stage(s).

Applications under section 248 (on-line property) follow a similar process, but if your property is on the line of the proposed road scheme (or on one of the public consultation options) we will accept that it is seriously affected in stage 2, without the need for further assessment. Where your property is partly on-line and partly off-line, we will consider whether the on-line part can be acquired without making the off-line part less useful or less valuable in some significant degree. If it cannot, we may offer to purchase your whole property. If we only offer to purchase part of your property, you may wish to consider making an application for the remaining (ie off-line) part under section 246.

We may also waive some of the factors in stages 1 and 2 in limited circumstances. Details of these circumstances are explained in the following pages of this booklet.





Stage 1 - the pre-conditions

Qualifying interest

Discretionary purchase applications under sections 246(2)(a), 246(2)(b), 246(2A) (off-line property) and section 248 (on-line property: on one of our published public consultation route options, or on the line of an alternative route suggested by a third party which the planning inspector recommends we investigate) can be made by freeholders and leaseholders provided the lease has at least three years remaining. To be eligible you must have a qualifying interest in the property as one of the following:

- A residential owner-occupier of a private dwelling
- An owner-occupier of business premises with a net annual value not currently exceeding £36,000 per year
- An owner-occupier of an agricultural unit or part of an agricultural unit
- A personal representative of a deceased person who, at the date of his or her death, would have been able to apply
- A mortgage lender who has the right to sell the property and who can give immediate possession

Applications can be made by owner-occupiers of homes, business premises or agricultural units provided you have occupied the property for at least six months. If you move out of a property without applying for discretionary purchase, you can still apply within twelve months as long as you had lived there for at least six months and the property has been unoccupied since you moved. Personal representatives or mortgage lenders do not have to satisfy the occupancy requirements

Your application also needs to relate to a single hereditament (see Annex 1 for further details) and be for the whole of your interest in it.

Important: If you have let your property, or if you are a tenant, then you would not have a qualifying interest and you would not normally be able to make an application for discretionary purchase.

However, for discretionary purchase applications under section 248 within the boundary of our notification of development, applicants do not need to have a qualifying interest.

Reasonable endeavours to sell the property

For us to consider an application for discretionary purchase you must have made reasonable endeavours to sell your property at a realistic price and been unable to do so.

The property should have been marketed with an estate agent or placed in the local or national press at least twice. The property must be marketed for a minimum of 13 weeks. You must show that you have not received any offers within 15 per cent of the unaffected market value or, if you have received an offer, that it has been withdrawn due to our road scheme.

Exceptionally if you are suffering from unusually severe hardship (please see the definition in Annex 1), we may accept a shorter period of marketing if the hardship would occur (eg if your property would be repossessed) before you could complete 13 weeks marketing.

Important: You will need to submit evidence of your endeavours to sell, and any offers received, with your application for discretionary purchase.



Stage 2 – the assessment of serious effect

For applications under section 248 (on-line property):

- If your property is likely to be required for the road scheme, we will accept that it is seriously affected.
- If part of your property is likely to be required for the road scheme, we will assess whether that part can be acquired without making the remainder less useful or less valuable in some significant degree. Where the part can be acquired without making the remainder significantly less useful or valuable, we may offer to exercise our discretion only over that part. However, where it cannot, we will offer to purchase the whole of your property.
- If we cannot say with any certainty how much of your property would be required for the road scheme, we will normally offer to acquire the whole of it.

If we offer to purchase only part of your property, you may be able to make an application under section 246 (off-line property) for the remainder.

For applications under section 246 (off-line property), we will assess whether there is serious effect on your enjoyment of the property from the following factors:

- Diminution in value: this is the amount by which the value of your property has been reduced by the road scheme. We will ask our independent contracted valuer to assess whether your property has reduced in value. However, you can also submit any valuation advice you have received. Our policy is that we would not normally consider diminution in value of less than 15 per cent to have seriously affected a person's enjoyment of a property.
- Noise from the construction works or the road in use: our policy is that we will normally consider that the enjoyment of a property will be seriously affected by noise if, taking account of any proposed mitigation measures such as noise fencing (but not noise insulation installed at the property), the predicted noise levels:
 - of the construction works (applications under sections 246(2A) or 246(2)(a)) is well in excess of 70 dBA (12 hour Leq) for a substantial period of the day, over a period of at least three months, or if the property is eligible for noise insulation.

- from the road in use (applications under sections 246(2A) or 246(2)(b)) rises by at least 1 dBA to a level of 68 dBA (18 hour L10) during the first year after opening. Please see Annex 2 for further information on noise measurement.
- Visual impact from the construction works or from the road in use: our policy is that we assess this factor in accordance with our published document LA 107 - Landscape and visual effects, which explains the requirements for assessing and reporting the landscape and visual effects of highway projects. It considers the significance of visual effect by using a matrix that measures visual sensitivity and the magnitude of effect. The significance of visual effect ranges from 'neutral' to 'very large'. For us to accept that your property is seriously affected by visual impact, the significance of visual effect must be (or be predicted to be) 'very large' during the construction period (applications under sections 246(2A) or 246(2)(a)) or the first year of the road opening to traffic (applications under sections 246(2A) or 246(2)(b)).
- Severe aggravation of a medical condition caused by physical effects: if you, or a dependant living with you, have a pre-existing, serious recognised mental or physical medical condition, which is likely to be severely

aggravated by the physical effects from either the construction of the road or its use, we will consider the effects of the road scheme on that condition. However, general stress and anxiety (eg about our road proposals) are not normally considered. Physical effects may include noise, dust and poor air quality (this is not an exhaustive list). The medical conditions that may be relevant may include respiratory conditions and tinnitus. Applications made on the basis of the severe aggravation of a pre-existing medical condition should include a statement from your GP or specialist.

- Other factors (for example air quality, loss of privacy, or vibration) may also cause serious effect. If you consider that your enjoyment of your property is seriously affected by other factors, please provide details in your application.

Unless we consider that the effects of the road scheme will severely aggravate a pre-existing medical condition or you are suffering from unusually severe hardship (please see definition in Annex 1), we will not normally consider your enjoyment of your property will be seriously affected unless two of these factors are assessed as having been met, or are predicted to be met.



Stage 3 – your case for discretionary purchase

If we have assessed that your property is seriously affected, we will then decide whether to exercise our discretion to offer to purchase. In reaching this decision we will consider the following factors.

Foreknowledge

We will not normally agree to purchase a property affected by our road scheme if we issued the notification of development before you acquired the property (or, for s248 applications on the line of one of our published consultation route options, if we published the consultation before you acquired the property). In this situation we believe that you could have expected that the road scheme would affect your enjoyment of the property. However, foreknowledge may be waived where:

- The design of the road scheme has significantly changed in substance or location, such that the physical effects being, or predicted to be, experienced by you could not have been reasonably foreseen at the time you acquired the property.

- For applications under section 248 (on-line property within the boundary of the notification of development), compulsory acquisition powers have come into force in relation to the property, for example where the development consent order has been granted or the compulsory purchase order has been confirmed (these orders are explained in Annex 1).
- For applications under section 246 (off-line property), the physical factors would severely aggravate a medical condition that you (or a dependant living with you) were not suffering from at the time you acquired the property.

An application from a mortgage lender is not accepted if the lender entered into a mortgage at a time when it should have known (ie had foreknowledge of) the effects of the road scheme.

Pressing need to sell and hardship

We must be satisfied that you have pressing reasons for selling (ie a need to sell now or in the immediate future) and that severe hardship would result if you were unable to do so at a reasonable price. Your case must be convincing and in most cases the reasons for selling must be unrelated to the road scheme. As a guide, the following situations would be regarded as a pressing need to sell (please note that this is not an exhaustive list):

- Domestic – there is a need to move to a larger or different house to accommodate a growing family
- Employment – a need to relocate to take a new job outside a reasonable commuting distance
- Financial – there are external financial pressures, such as dividing assets following a divorce, releasing capital for a business, or to avoid threatened repossession
- Medical condition unrelated to the road scheme – where you, or a dependant living with you, has developed a medical condition making the property unsuitable. Examples would include a severe loss of mobility making it difficult to maintain your home and garden or a requirement to go into sheltered accommodation or a long-term

- nursing home due to infirmity or ill health
- Winding up the estate of a deceased person
- A disposal by a mortgage lender in possession

However, this factor may be waived in applications under:

- section 246 (off-line property), where the construction works or the road in use will severely aggravate an existing medical condition.
- section 248 (on-line property within the boundary of the notification of development), where the development consent order has been granted or the compulsory purchase order has been confirmed.

For applications relating to residential dwellings where the property is your only asset, an inability to sell it other than at a significantly reduced price will be deemed to cause severe hardship.

Hardship can also relate to non-financial matters, such as living conditions that might severely affect your health (and which cannot be mitigated by reasonably adapting your home, such as fitting a stair-lift).

Please let us know if you are suffering from unusually severe hardship (please see Annex 1 for an explanation of this) and we will aim to prioritise your application.

Our decision

We aim to decide applications within three months of receipt, providing they are fully completed. However, some applications may take longer; we will let you know if this is the case.

We will write to you and let you know our decision on your application.

If we offer to purchase your property under section 248 (on-line property) or under section 246 (off-line property) due to serious effect, our offer will be available for you to accept now.

However, if we offer to purchase your property under section 246 (off-line property) due to a pre-existing medical condition that would be severely aggravated by the construction or use of the road, we would normally defer the purchase until nine months before the start of construction or the road opening depending on which event will aggravate that condition. We will contact you at that time to offer to proceed with the purchase.

If we defer our offer to purchase your property until nine months before the start of construction or road opening, you will be required to keep your property for sale on the open market at a realistic price and advise us if you receive an offer within 15 per cent of the asking price.

Important: If we accept your application and offer to buy your property, our offer will only be open for one month. The offer will also be subject to agreement on price and exchange of contracts within six months of the date of the offer. If you do not meet these timescales the offer to purchase may be withdrawn. However, if we defer the purchase, these timescales will not apply before we contact you to offer to proceed with the purchase.

Compensation for successful applications

We will offer to purchase your property at its unaffected market value, not the reduced value as a result of our road scheme. Our independent professional valuer will negotiate and agree the value of the property with you.

When selling to us under discretionary purchase you normally pay your own surveyor's costs, legal fees and moving expenses. However, where your application is accepted under:

- Section 246 (off-line property) on the grounds that you, or a dependant living with you has a pre-existing medical condition that will be severely aggravated by the physical effects of the scheme, or
- Section 248 (on-line property) on the grounds that your property is within the boundary of our notification of development,

we will reimburse your reasonable surveyor's costs, legal fees and a disturbance payment in line with entitlements under the Compensation Code.

Also, for section 248 applications, if your property is within the boundary of our notification of development, you may qualify for a home loss, basic loss or occupier's loss payment. More information about these payments can be found in our guide *Your property and blight*.

In all cases, we will not pay the costs involved in marketing the property beforehand nor will we pay the costs for preparing and submitting unsuccessful applications.

Data protection and you

National Highways will collect and process your data in relation to your discretionary purchase application. National Highways is permitted to do this in order to: carry out our statutory and public functions; enter into a contract with you; and/or meet any statutory requirements relating to the exercise of discretionary purchase powers (where relevant).

We will not use your personal information for any purpose other than to process your application, and if an offer to purchase is made, your claim or to meet our statutory requirements. All information we hold will be maintained accurately and kept as up-to-date as possible. Your data will be processed and retained by National Highways and our appointed contractors until the purpose for which it was collected is complete. In some cases, we may be required to share your information with the Planning Inspectorate. If you appoint an agent to prepare your application and negotiate your claim, we will take that as agreement to share your information, other than your bank or building society details, with them, unless you instruct us not to do so.

Under the General Data Protection Regulation you have the following rights:

- Right of access to the data (Subject Access Request)
- Right for the rectification of errors
- Right to erasure of personal data – this is not an absolute right under the legislation
- Right to restrict processing or to object to processing
- Right to data portability.

To exercise these rights, please contact our Data Protection Officer using the following contact details:

 DataProtectionAdvice@nationalhighways.co.uk

Data Protection Officer
National Highways, Piccadilly Gate,
Store Street, Manchester, M1 2WD

If, at any point, National Highways plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will provide you with information about what that other purpose is and any relevant further information about the rights referred to above, including the right to object to that further processing.

You have the right to lodge a complaint with the supervisory authority, the Information Commissioner's Office.

Complaints procedure

We aim to provide the best possible service at all times but there may be circumstances in which you wish to make a complaint about our handling of your application. We are keen to improve the service we offer our customers wherever possible and provide redress where appropriate.

More information about the complaints procedure can be found at:

 info@nationalhighways.co.uk

 0300 123 5000

 www.nationalhighways.co.uk

Annex 1 - Glossary

Compulsory purchase order - A statutory order that authorises the compulsory acquisition of land and property. National Highways will make the order in accordance with legislative processes and hold a public inquiry (if necessary) to consider any objections, before the Secretary of State for Transport decides whether to confirm the order and grant us the powers to compulsorily acquire the land and property needed for the road scheme.

Development consent order - This is similar to a compulsory purchase order, in that it authorises the compulsory acquisition of land and property. However, it also includes powers relating to changes to highways, public and private rights of way, and certain other consents and licences. National Highways will make an application for the order (a form of planning permission) to the Planning Inspectorate, who will consider objections and make a recommendation to the Secretary of State for Transport whether to grant the order. The Secretary of State will then decide whether to grant the order and give us the powers to compulsorily acquire the land and property needed for the road scheme.

Hereditament - The definition of hereditament in Highways Act 1980, refers to Section 115(1) General Rate Act 1967, which defines a hereditament as follows:

“hereditament means property which is or may become liable to a rate, being a unit of such property which is, or would fall to be, shown as a separate item in the valuation list”

Notification of development - This is a written notice and a map or plan identifying the land required for the preferred route. It is served on the local planning authority and is registered as a local land charge.

On-line property - Land is, or is likely to be, required from the property for the proposed road scheme, including any land that would be less useful or less valuable in some significant degree by the acquisition of the required land.

Off-line property - No land is required from the property for the proposed road scheme (or where only part of the property is required, the remaining part).

Planning Inspectorate - The Planning Inspectorate acts on behalf of the Secretary of State to examine the road scheme and recommend whether the order, authorising the compulsory acquisition of land and property, should be confirmed/granted.

Preferred route announcement - This is the public announcement of the route selected by National Highways, from those put to the public during the route option public consultation, as the route that it intends to take forward into detailed design.

Unusually severe hardship - This occurs where the hardship is particularly severe and pressing, for example (this is not an exhaustive list):

- The threat of repossession of your home by a mortgage lender
- The division of assets in a divorce, where the courts have issued a settlement order requiring the property be sold and you are otherwise unable to separate your lives
- The threat of bankruptcy or your business going into liquidation
- A life threatening or shortening effect to your health (or to the health of a dependant living with you) due to:
 - your property not being suitable to meet your needs
 - your property not being capable of reasonable adaptation; and
 - you being otherwise unable to move to more suitable accommodation.

In these cases, we may waive the requirement to market the property if the unusually severe hardship is likely to occur before you could fully meet the marketing requirement.

Annex 2 - Noise measurement

dB(A)

The unit used for the measurement of sound within the frequency range of the human ear. dB is short for decibel.

L10 (18 hour)

This is the average of the hourly L10 noise between 0600 and 2400 hours on a normal working day. L10 is the noise level exceeded for one tenth of one hour (six minutes).

Leq

The sound level, which, if maintained continuously, would give the equivalent amount of noise energy as the varying levels would over the same period.



Typical noise levels

0 dBA	Threshold of hearing
35 dBA	Quiet bedroom
40 dBA	Library
50 dBA	Ordinary conversation
60 dBA	Office environment
62.5 dBA	Communication starts becoming difficult
70 dBA	Passenger car (60 km/h at 7 metres distance)
81 dBA	Modern twin-engine jet
83 dBA	Heavy diesel lorry (40 km/h at 7 metres distance)
90 dBA	Hazard to hearing from continuous exposure
95 dBA	Pneumatic drill (unsilenced) at 7 metres
120 dBA	Threshold of pain

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L.19 Your Property and our Road Proposals – February 2023

Your property and our road proposals

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National Highways

At National Highways, we maintain, operate and improve England's motorways and major A-roads, the roads we all use between major cities and which are vital to our economy.

The government has tasked us with delivering their road investment strategy. This is a programme of investment which aims to improve journeys, tackle congestion, support the economy and maintain safety.

Introduction

This guide aims to inform you about the delivery of our larger road schemes (those costing over £10 million) and the types of compensation that may be available to affected property owners. More detail about the compensation outlined in this guide can be found in the following publications:

Your property and land surveys

Your property and blight

Your property and discretionary purchase

Your property and compulsory purchase

Your property and compensation or mitigation for the effects of our road proposals

Your property and Part I compensation

These booklets are updated from time to time to ensure they are correct. The latest versions are always published on our website. Please check the website to ensure you are reading the latest version.

For more information

@ info@nationalhighways.co.uk

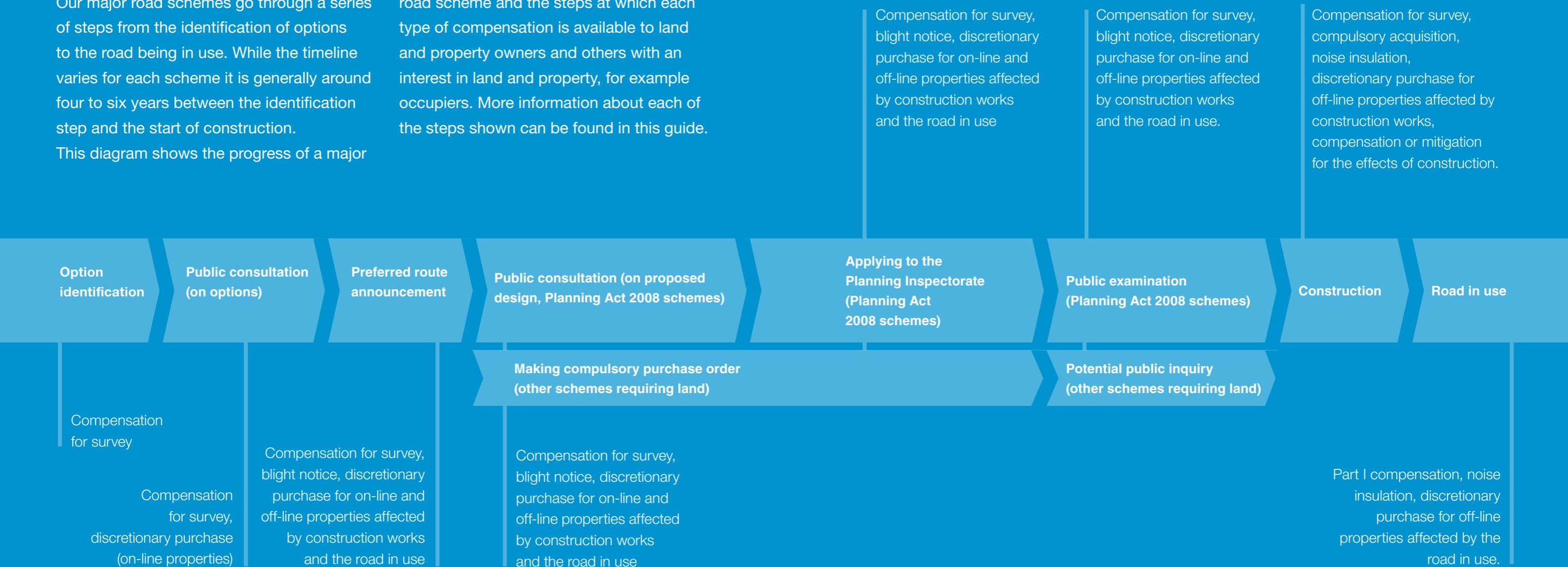
☎ 0300 123 5000

www www.nationalhighways.co.uk

Major road schemes: step by step

Our major road schemes go through a series of steps from the identification of options to the road being in use. While the timeline varies for each scheme it is generally around four to six years between the identification step and the start of construction. This diagram shows the progress of a major

road scheme and the steps at which each type of compensation is available to land and property owners and others with an interest in land and property, for example occupiers. More information about each of the steps shown can be found in this guide.



Major road schemes: step by step

Option identification

When the government commissions the assessment of a proposed major road scheme, we carry out a study of the potential options. We examine each route option based on the cost, sustainability, economic, social and environmental impacts.

Public consultation (on options)

For large schemes and schemes with more than one route option, we hold a public consultation to share our findings with the community, local businesses and other interested organisations.

Consultation is an opportunity for you to share your local knowledge and views on the scheme. Your views and concerns are important. Once the consultation is completed, the information and views provided are analysed and we publish a report outlining our response to the points you raised. What you tell us will influence the decision to find the preferred route.

Discretionary purchase (on-line properties)

Owners who have a pressing need to sell their property, and are unable to do so as a result of the routes published in our consultation, can ask us to buy their property through our discretionary purchase scheme.

For more information please see our guide *Your property and discretionary purchase*. This is available at:

@ info@nationalhighways.co.uk

☎ 0300 123 5000

www www.nationalhighways.co.uk

Preferred route announcement

Either we or the Secretary of State for Transport will announce the preferred route and explain why it was chosen.

At this stage we will register the route with the local planning authority who will let us know about any planning applications which fall within the notification area. They will reveal the scheme on local land searches carried out by anyone planning to buy a property within 200 metres of the route.



Blight notice

Once a preferred route has been announced, owners on the line of the route can ask us to buy their property under 'blight'. A property is considered blighted when its value is significantly reduced as a result of the scheme and the owners are unable to sell the property at market value.

We purchase blighted properties at their unaffected market value; this is the amount the property would be worth if the scheme did not exist, not the blighted (lower) value.

For more information about blight please see our guide *Your property and blight*. This is available at:

 info@nationalhighways.co.uk

 0300 123 5000

 www.nationalhighways.co.uk

Discretionary purchase (off-line property)

Blight can also affect properties that are not directly on the line of the route and where no land is required for the scheme; these properties are known as 'off-line'. Although we are not obliged to buy off-line properties, Parliament has recognised that in some circumstances home owners may have an urgent need to move but are unable to sell their property except at a significant loss as a result of the scheme.

To find out more about the rare circumstances where we may consider buying off-line properties please see our guide *Your property and discretionary purchase*. This is available at:

 info@nationalhighways.co.uk

 0300 123 5000

 www.nationalhighways.co.uk

Public consultation (on proposed design, Planning Act 2008 schemes)

Under the Planning Act 2008, we must refer many of our large road schemes to the Secretary of State for Transport for a decision on whether the scheme should be built. Before a decision can be made, the Planning Inspectorate, on behalf of the Secretary of State, examines the scheme. To provide information for the examination, we must make an application for a Development Consent Order (DCO). A DCO is a form of planning permission. If we want to use powers of compulsory acquisition to acquire or use land for the scheme, we need to include them in our DCO.

Before we apply to the Planning Inspectorate for a DCO, we must consult on our proposals. We must contact all the owners, lessees, tenants, occupiers and others interested in the land, having powers over it, or who could make a claim for compensation, to invite them to respond to our consultation. This consultation is an important opportunity for you to view our proposals including the land we intend to acquire or use. There is limited potential to amend the proposals once we submit our application. Therefore consultation is the best time to share your views on how our proposals may impact you and help us refine the scheme using your feedback.

Applying to the Planning Inspectorate (Planning Act 2008 schemes)

We will record and carefully consider all responses received during the consultation. We will take them into account in finalising our DCO application before we submit it to the Planning Inspectorate.

We will explain our consideration of the consultation responses in a consultation report. This will include a description of how our application was informed by the responses received, and outline any changes made as a result of consultation. The consultation report forms part of our DCO application to the Planning Inspectorate.

Other application documents will include the land plans, which show the land we need for the scheme. We will also include a book of reference which lists each plot of land and who we understand owns or has another type of interest in it. We will also include a statement of reasons which explains why we need each plot of land for the scheme. These documents will be published on the Planning Inspectorate's website after we submit our DCO application.

The Planning Inspectorate will appoint an examining authority to examine the DCO application and manage the examination process. All parties interested in the scheme will have the opportunity to register as an interested party and contribute to the examination of the application. We will write to all the owners and others interested in the land to make them aware of this opportunity.

The examination process is primarily carried out in writing. However, the examining authority is likely to hold public hearings close to the proposed road scheme where you will be able to present your views.

Once the examination is complete, the examining authority will make its recommendations to the Secretary of State. The Secretary of State will then decide whether to approve the scheme and grant the DCO.

More information about the DCO process can be found on the Planning Inspectorate website:

<https://infrastructure.planninginspectorate.gov.uk/>

Publication of Compulsory Purchase Order and potential public inquiry (other schemes needing land)

For smaller improvement schemes we are able to make a compulsory purchase order (CPO).

We will publish a notice in a local newspaper advertising that the CPO has been "made", which means we have prepared it for publication. The notice will give information about the land included in the CPO, how the scheme proposes to use it, and confirm where you can inspect a copy of the CPO and associated plans. The notice will also advise the date by which objections to the CPO need to be made to the Secretary of State.

Notices will also be served on every owner, lessee and occupier (except tenants for a month or less) of the land included in the CPO (the 'Land Interests').

If objections to the CPO and / or to associated orders relating to highway works are received and these are not resolved during the objection period, the Secretary of State decides whether a public inquiry is to be held. If so, the Secretary of State will direct the arrangement of that inquiry. Objectors appearing at the public inquiry and giving evidence will be required to submit their proof of evidence, setting out the basis of their objection, in advance to the inspector appointed by the Secretary of State.




If no objections are received, or objections are received but are resolved during the public inquiry, the Secretary of State will "confirm" the CPO, that is finalise it. We will then publish a letter in the local press and serve notices on the Land Interests giving details about where the CPO can be inspected.

Compulsory acquisition

When a development consent order is granted or a compulsory purchase order is confirmed by the Secretary of State for Transport it is subject to a six-week challenge period.

National Highways will serve notice on everyone with an interest in, or the power to sell or release, the land required for the highway improvement.

More information can be found in our guide *Your property and compulsory purchase*. This is available at:

-  info@nationalhighways.co.uk
-  0300 123 5000
-  www.nationalhighways.co.uk

Compensation for the effects of construction




If your property or business has been adversely affected by the construction works carried out for our road scheme, you may be able to claim compensation under section 152 of the Planning Act 2008 or under section 10 of the Compulsory Purchase Act 1965. This legislation is complicated: we recommend you seek professional advice before making a claim.

Noise insulation

We will assess predicted noise levels and offer to insulate properties that will experience an increase in noise, above a certain level, as a result of the construction or use of the new or altered road.

In certain cases we may consider providing temporary alternative accommodation when construction work is particularly noisy.

More information can be found in our guide *Your property and compensation or mitigation for the effects of our road proposals*. This is available at:

-  info@nationalhighways.co.uk
-  0300 123 5000
-  www.nationalhighways.co.uk




Part I compensation - when the new or altered road is in use

Under Part I of the Land Compensation Act 1973, compensation can be claimed by people who own and occupy property that has been reduced in value by more than £50 by physical factors caused by the use of a new or altered road. A road is altered when there is a change to the location, width or level of the carriageway. Part I compensation cannot be claimed when a road is resurfaced.

The physical factors considered for compensation under Part I are noise, vibration, smell, fumes, smoke, artificial lighting and the discharge on to the property of any solid or liquid substance. Loss of view, personal inconvenience and physical factors arising during the construction of the road are not included under Part I compensation.

Part I compensation cannot be claimed where part of the property has been taken under compulsory purchase for the new or altered road.

More information can be found in our guide *Your property and Part I compensation*. This is available at:

-  info@nationalhighways.co.uk
-  0300 123 5000
-  www.nationalhighways.co.uk

Data protection and you

National Highways will collect and process your data in relation to your property claim. National Highways is permitted to do this in order to: carry out our statutory and public functions; enter into a contract with you; and/or meet any statutory requirements relating to compulsory purchase powers (where relevant).

We will not use your personal information for any purpose other than to process your property claim or to meet our statutory requirements. All information we hold will be maintained accurately and kept as up-to-date as possible. Your data will be processed and retained by National Highways and our appointed contractors until the purpose for which it was collected is complete. In some cases, we may be required to share your information with the Planning Inspectorate.


If you appoint an agent to negotiate your claim, we will take that as agreement to share your information, other than your bank or building society details, with them, unless you instruct us not to do so.

Under the General Data Protection Regulation you have the following rights:

- Right of access to the data (Subject Access Request)
- Right for the rectification of errors
- Right to erasure of personal data – this is not an absolute right under the legislation
- Right to restrict processing or to object to processing
- Right to data portability.

To exercise these rights, please contact our Data Protection Officer using the following contact details:

 DataProtectionAdvice@nationalhighways.co.uk

 **Data Protection Officer**
National Highways, Piccadilly Gate,
Store Street, Manchester, M1 2WD

If, at any point, National Highways plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will provide you with information about what that other purpose is and any relevant further information about the rights referred to above, including the right to object to that further processing.

You have the right to lodge a complaint with the supervisory authority, the Information Commissioner's Office.


Complaints procedure

Our aim is to provide the best possible service at all times but there may be circumstances in which you wish to make a complaint about the handling of your claim. We are keen to improve the service we offer our customers wherever possible and provide redress where appropriate. However, if you are unhappy with any offer of compensation then that falls outside the remit of our complaints procedure and you may be able to ask the Upper Tribunal (Lands Chamber) to determine your claim.

More information about the complaints procedure can be found at:

 info@nationalhighways.co.uk

 0300 123 5000

 www.nationalhighways.co.uk

Further information

The government publishes the following series of technical booklets that you may find useful.

Booklet 1: Compulsory purchase procedure

Booklet 2: Compensation to business owners and occupiers

Booklet 3: Compensation to agricultural owners and occupiers

Booklet 4: Compensation to residential owners and occupiers

Booklet 5: Mitigation works

The booklets are available on the government website:

www.gov.uk/government/collections/compulsory-purchase-system-guidance

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L.20 Your Property and Part I Compensation – February 2023

Your property

and Part I compensation

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National Highways

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The government has tasked us with delivering their road investment strategy. This is a programme of investment which aims to improve journeys, tackle congestion, support the economy and maintain safety.

Introduction

This booklet explains how compensation, often called 'Part I compensation', can be claimed for the effects on residential, agricultural and other property from the use of new roads or alterations to existing roads operated by National Highways.

It is not a complete guide to Part I compensation. Please ask if you have questions about your particular circumstances **(see Section 11 – How to contact us)**. You may also consider taking independent professional advice **(see Section 4 – How do I claim?)**.

More information about the process we follow to deliver our larger road schemes and other types of compensation that may be available can be found in the following publications:

Your property and our road proposals

Your property and land surveys

Your property and blight

Your property and discretionary purchase

Your property and compulsory purchase

Your property and compensation or mitigation

for the effects of our road proposals

For more information

 info@nationalhighways.co.uk

 0300 123 5000

 www.nationalhighways.co.uk

1. What is Part I compensation?

Under Part I of the Land Compensation Act 1973 ('the Act'), compensation can be claimed by people who own and also occupy property that has been reduced in value by more than £50 by physical factors caused by the use of a new or altered road.

The physical factors are noise, vibration, smell, fumes, smoke and artificial lighting and the discharge on to the property of any solid or liquid substance.

The cause of the physical factors must be the new or altered road in use. For example, if a road is altered, the noise and other adverse effects must arise from the traffic using the altered stretch of road. Part I compensation cannot be claimed for the effects of traffic further down the road where no alteration has taken place.

Under the provisions of the Act, a road is altered only when there is a change to the location, width or level of the carriageway or an additional carriageway is provided beside, above or below an existing one. Part I compensation is not payable when the carriageway has simply been resurfaced. Part I compensation is also not payable where part of the affected property has been taken for the construction of the new or altered road. This is because the effect of the use of the road on the value of the rest of the property must be taken into account in calculating the compensation for the part of the property taken.

Loss of view or privacy, personal inconvenience and physical factors arising during the construction of the road are also not included under Part I compensation. However, we do compensate for damage to property arising from incidents on our road network but not under the provisions of Part I.



2. Can I claim?

Residential property

To claim, you must have been the owner of the property before the date the road first came in to public use (known as the 'relevant date'). You must also still be the owner on the date you claim.

For the purposes of making a claim under the Act, you are the owner of the property if you hold either the freehold or a lease that has at least three years left to run at the date you claim.

In addition to being the owner, you must also occupy the property as your home at the date you claim. The exceptions to this are where you have let the property to someone else or there is another legal reason preventing you from occupying, for example, there is a court order in place which removes your right to occupy the property.

Agricultural unit

You must be the owner and the occupier both before the new or altered road first came into public use and at the date you claim.

You must occupy the whole of the unit and own the freehold or a lease with at least three years left to run in the whole or any part of the unit at the date of claiming.

Other property

Small business premises are an example of the type of property that falls into this category. The property must not have an annual value above a set amount. At the time of publication, that amount is £36,000 but please note it is varied from time to time. The rating office at your local council will be able to tell you the annual value of your property.

You must be the owner and the occupier both before the new or altered road first came into public use and at the date you claim. You must occupy the whole or substantial part of the property and own the freehold or a tenancy with at least three years left to run at the date of claiming.

Can I claim if only part of my property is residential?

Where a property has more than one use, for example, a shop with living accommodation above, then you can claim for the living accommodation. You may also claim for the business part of the property provided that business part has an annual value of not more than £36,000.

Can I claim if I transfer ownership of my property to another family member and continue to occupy it?

Although your occupation of the property has continued, you must still satisfy the ownership requirements described earlier in this section. So, if you transfer the property to a family member before you claim, you will not be eligible for Part I compensation. The family member to whom the property was transferred may be able to claim, providing the transfer took place before the date the road first came in to public use. He/she must also occupy the property unless they do not have a legal right to do so, as described earlier in this section.

Whether a legal right exists will depend on the terms under which the previous owner continues to occupy the property. An informal arrangement where there is no tenancy agreement in place means a claim is unlikely to succeed.

Can I claim if I inherited my property after the road first came into public use?

Yes, provided the person from whom you inherited the property was the owner before the date the road first came into public use. Also at the date you claim, you must also be the owner of the inherited property. Ownership does not pass by inheritance immediately on the death of the previous owner. Further, being named as a beneficiary in a will does not mean that ownership has transferred. You are the owner only when the legal title of the property has passed to you.

You must also occupy the inherited property at the date you claim, if you have a right to do so, even if you still have another property to live in.

Can the personal representatives (executors/administrators) of a deceased person make a claim?

No. They obtain legal title by operation of the law and not by inheritance. As they have not inherited, they cannot take the benefit of those provisions described above.

3. When can I claim?

The first day for claiming compensation is a year and a day after the new or altered highway first came into public use (known as the 'first claim day').

For most road schemes, we publish notices on our website:

<https://www.gov.uk/government/collections/compensation-claims-notice>

We do this at the time the road first came into public use.

We cannot accept claims made before the first claim day, except when you are selling your property or granting a lease **(see Selling my property before the first claim day on page 13)**. It is important that you claim as early as possible after the first claim day. Your right to compensation may be lost if your claim is not made and settled within the six years following the first claim day. Claims made after those six years will not be accepted **(see Section 10 – The Limitation Act 1980)**.

Selling my property before the first claim day

Normally, claims cannot be made during the 12 months between the new or altered road first coming into use and the first claim day.

However, if you are selling your property or granting a lease during that period, you can lodge a claim with us but you must do so after exchanging contracts to sell and before completing the sale or granting the lease. We will not negotiate your claim or pay any compensation before the first claim day.

Your claim may not be accepted if, while waiting for your property to be sold, you move into another before the date of your claim. This is because you may no longer be able to meet the occupancy requirement **(see Section 2 – Can I claim?)**.

4. How do I claim?

You can make a claim yourself or ask someone to do this for you. Anyone can act for you but most people prefer to use a professional property valuer or an agent that specialises in Part I claims to prepare and negotiate the claim on their behalf.

Making a claim yourself

Forms for making a claim are available from us **(see Section 11 – How to contact us)**.

You should keep a copy of your completed claim form. Using a type of postal delivery that provides you with proof of posting is advisable in case your claim does not reach us and we need to be sure that a claim was, in fact, made.

It is important that all the information asked for on the claim form is provided.

You need to be sure you are the owner of either the freehold or a lease with at least three years left to run and that you can prove this. If you do not occupy the property, you will need to show that you do not have a legal right to do so. For example, if the property is let, we may ask to see a copy of the tenancy agreement.

Details of joint owners must be included in the claim. People with a different interest to yours in the property should submit their own, separate claim. For example, if they are the owners or long-term tenants of a different part of the same property, you cannot claim for them.

Please make sure you tell us about any changes relating to your claim, including your contact details.



Using an agent to act on your behalf

It is quite possible that one or more agents offering to act on your behalf have already approached you. It is not unusual for such approaches to be made well before the first claim day or even before the new or altered scheme has opened for public use.

We can accept only one claim on your behalf. The settlement of your claim may be delayed if you or any other person you have authorised makes further claims on your behalf. This is because we will need to clarify which agent will be representing you.

We have no authority over the agent you employ or any responsibility for his actions or conduct. This includes the terms of any contract or agreement between you and your agent, the content of your agent's literature and the way in which your agent may ask for payment of fees from you. We cannot comment on the terms of an individual contract or agreement, which are private matters between you and your agent. For these reasons, it is important that you are clear about the contractual arrangements you enter into with your agent, which could be legally binding. You should also be clear about what your agent will actually do on your behalf and what payments and other costs you may be asked to meet. This includes any charges if your claim is not successful or if you choose no longer to employ the agent. It also includes any other payments in addition to the fee we will repay.

Paying for the services of an agent

We will refund what we consider to be reasonable valuation expenses incurred by you to employ an agent to prepare and negotiate your claim **(see Section 7 – What shall we pay for?)**. We shall repay only one set of agent's fees. You need to keep this in mind if you consider changing your agent during the processing of your claim. The repayment of your agent's fee will only happen if your claim is successful and compensation is to be paid. When we make a formal offer of compensation to you, we will also ask whether you would like us to send the fee directly to your agent. Otherwise, the fee will be paid to you for you to settle with your agent at the time we pay you the agreed compensation.

The Highways Agency Method of calculating reasonable valuation expenses

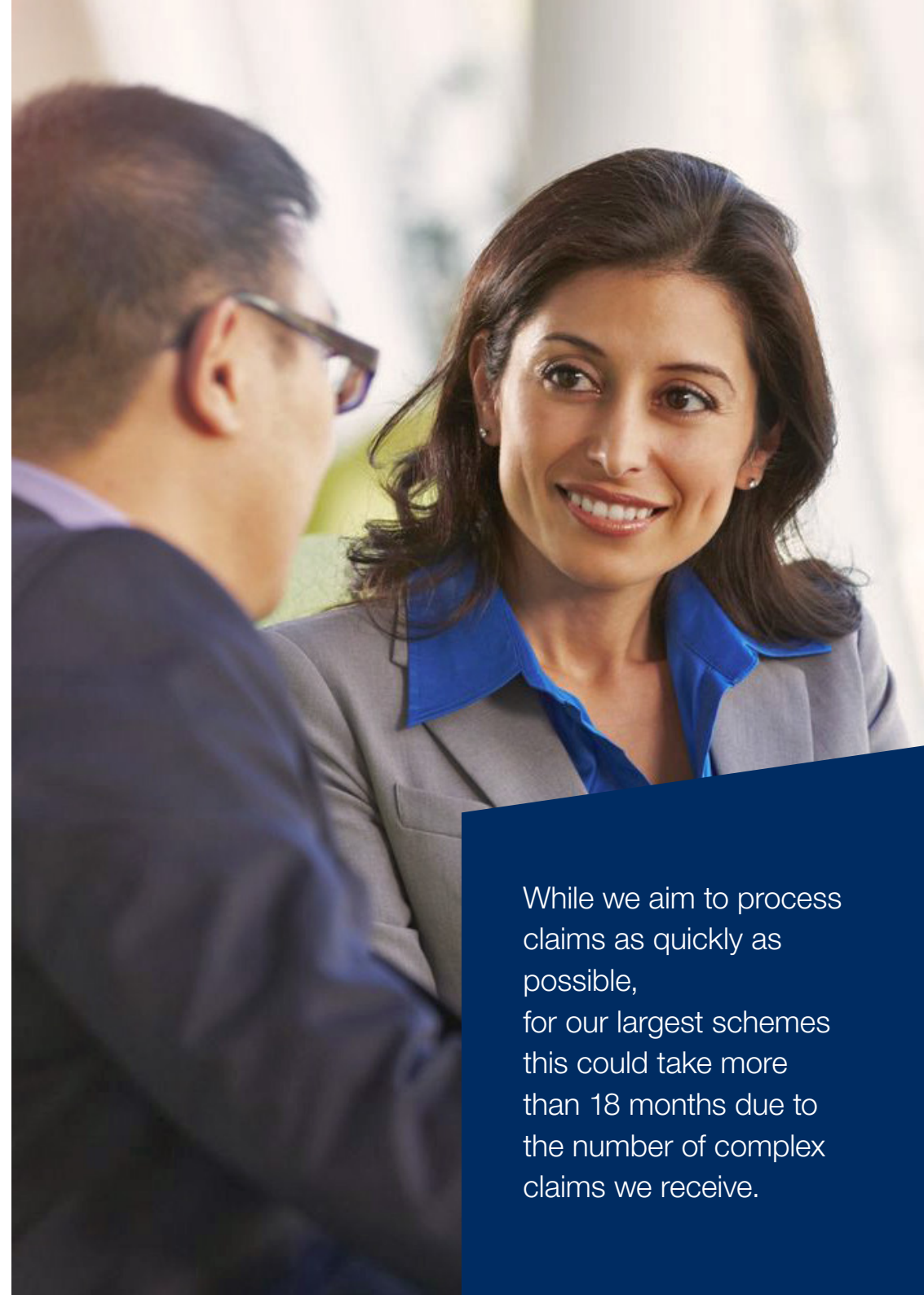
We have worked closely with a number of the national firms of claims agents to develop a way of calculating the level of their fees. Using 'the Highways Agency Method', we will repay an amount to an agent for all the successful claims he/she has negotiated on a particular scheme. That way of working out fees recognises the increased costs an agent faces when working on a scheme with a small number of claims and the benefits obtained when negotiating a large number of claims. As it would not be reasonable to expect an agent to wait until all claims are settled, a notional fee per claim is calculated to be paid on the settlement of each claim. The amount of that fee is worked out by using the 'Highways Agency Fee Table' – a copy of which is available from us **(see Section 11 - How to contact us)**. The figures shown in the Table are inclusive of all costs and expenses incurred. The Table is reviewed not earlier than twelve months from the previous review and, in line with government policy, is revised in accordance with the Consumer Prices Index all items (CPI1). National Highways will continue to use 'the Highways Agency Method' for the payment of claimants' agents fees.

In calculating these fees we have taken into account the many activities agents tell us they carry out when negotiating claims. Namely:

- making pre-instruction enquiries
- taking written instructions from a client and confirming those instructions, often several years before a scheme commences
- researching and storing data both in relation to the scheme and also the subject properties
- communicating with National Highways and claimants to ensure claims are valid
- dealing with correspondence during the course of the claims process and obtaining, for example, any necessary documents, for example, marriage/death certificates or those relating to divorce, dissolution of civil partnerships etc
- handling those claims which can be submitted between road opening to traffic and first claim day
- obtaining technical data (dust/noise impact studies etc) and comparable evidence of open market values before, during and after construction
- inspecting property prior to the claim date
- determining amount to claim, completing claim form and submission of claim to National Highways

- negotiating claims with our independent valuer including attending meetings, undertaking site visits and submitting further/additional evidence of claim
- submitting any offers of compensation to the claimant (including subsequent discussions and explanation of reasoning behind offer)
- considering whether to refer a dispute to the Upper Tribunal (Lands Chamber) and discussions with the claimant on the appropriate action
- dealing with final agreement by claimant and reporting provisional settlement to National Highways
- handling invoicing and payment enquiries

Whatever method is used to determine the level of agent's fees, National Highways recognises that it cannot prevent agents seeking additional fees from their clients – that is a private matter and one that must be left to the parties concerned.



While we aim to process claims as quickly as possible, for our largest schemes this could take more than 18 months due to the number of complex claims we receive.

5. How shall my claim be dealt with?

We will write to tell you we have received your claim form. It is important that you, or your appointed agent, contact us if you do not receive an acknowledgement letter within six weeks of your claim being sent to us.

Your claim will be checked to see that all the necessary information has been provided. Other checks will be carried out to establish that your claim is valid.

Once our initial checks are successfully completed, we will then ask one of our valuers to contact you, or your appointed agent, to discuss your claim and negotiate the amount of compensation. However, the discussion or negotiation of any amounts payable neither constitutes an acceptance of your claim nor an offer of compensation. The valuer will report to us when the negotiations have been completed to help us to decide the final validity of your claim. If you have access to the internet, you will be able to check the progress of your claim on our website:

**[www.nationalhighways.co.uk/our-work/
part-one-claims-tracker/](http://www.nationalhighways.co.uk/our-work/part-one-claims-tracker/)**

Please note: whether you use an agent or act for yourself, it is important that you do not enter into any financial commitment in the hope that you will receive compensation. This is because:

- something may arise during the processing of your claim that could lead it to being rejected
- the amount of compensation offered to you may be less than you claimed or no compensation will be offered to you if your property has been devalued by less than £50
- if your property is mortgaged, we are required by law to offer the compensation to the mortgage lender to reduce the amount you owe them. They may decide not to accept the compensation and it will be paid to you

6. How is compensation worked out?

Our valuer will weigh up the impact of physical effects arising from the road in use against the value of your property based on property prices current on the first claim day.

If you sell your property or grant a lease before the first claim day, your compensation will still be assessed on the basis of property values applying at the first claim day **(see Section 3 – Selling my property before the first claim day)**. Although the new owner may have altered the property by then, its condition will be assumed to be as it was on the date you claimed.

The compensation will be assessed based on the amount of traffic using the new or altered road at the first claim day. Account will also be taken of any future increase in traffic that could reasonably be predicted at the first claim day.

We may well have already undertaken to provide noise insulation for your property or pay a grant towards its installation. If so, the benefit of the insulation will be taken into account and it will be assumed for valuation purposes that it has been installed. If we have carried out other works as part of the road scheme, such as noise barriers, the benefit of those works will be taken into account.

Sometimes the value of property can be increased because of the road scheme; for example, noise levels are reduced because heavy traffic has been removed from roads closer to your property. Such benefits will also be taken into account.

If an amount of compensation has not been agreed or our valuer recommends that no compensation is payable, we shall write to tell you that and inform you no further action will be taken. If you disagree with our decision, you may refer your claim to the Upper Tribunal (Lands Chamber) for determination **(see Section 9 – What can I do if there is a dispute about my claim?)**.

7. What shall we pay for?

Successful claims

If your claim is successful, we **will** pay:

- the agreed compensation for the decrease in value of your property.
- interest on your compensation. This is simple interest payable at a rate 0.5% below the Bank of England Base Rate so, when this rate is low little or no interest may be paid. It will be calculated from the date your claim was received by us to the date your compensation is paid. If your claim was received before the 'first claim day' because you were selling your property or granting a lease, the interest will be calculated from the first claim day.
- the reasonable fees of your agent (**see Section 4 – Using an agent to act on your behalf**). We will ask you to say whether you would like us to pay the fees directly to the agent or to you so that you can arrange for your agent to be paid.
- if our simple ownership check at the Land Registry is unsuccessful, the reasonable costs of a solicitor to prove your ownership of the property, including the cost incurred to retrieve title deeds. Your solicitor will be asked to invoice us for their costs, which will be paid after your compensation has been paid.
- any other costs for proving title will have to be met by you.

Even if your claim is successful, **we will not pay**:

- any charges your agent may seek from you that are additional to the reasonable fees agreed by National Highways for the preparation and negotiation of your claim
- the fees of more than one agent
- solicitor's costs that have been unnecessarily incurred for proving your ownership of the property
- any charges made by your mortgage lender relating to our legal obligation to offer the compensation to the lender before you

Unsuccessful claims

If your claim is not successful, we will not pay any:

- compensation
- interest
- agent's fees
- solicitor's costs

8. How long does it take to settle a claim?

We aim to clear up all claims as quickly as possible. A small road scheme where there is a small number of claims, which are straightforward will usually take about six months to complete. For bigger road schemes where there is a large number of claims or if your claim is complex, the processing period may be up to 18 months. The process can take even longer for the very largest road schemes or if negotiations are especially complex. As already mentioned, if you have access to the internet, you will be able to check the progress of your claim on our website:

www.nationalhighways.co.uk/our-work/part-one-claims-tracker/

Because there can be no certainty about how long it will take to process your claim, it is important that you claim as soon as possible after the first claim day to be sure your claim does not become time barred

(see Section 10 – The Limitation Act 1980).

9. What can I do if there is a dispute about my claim?

We hope we will reach an agreement. But if we cannot, you may refer your case to the Upper Tribunal (Lands Chamber).

The Upper Tribunal (Lands Chamber) is the court of law appointed to deal with this type of dispute. The Tribunal will make the final decision on your claim but you should be aware that it has power to award costs to either party, so it is wise to take professional advice before referring your claim.

It is important that you make your referral no later than six years from the first claim day

(see Section 10 – The Limitation Act 1980).

10. The Limitation Act 1980

A person whose property has been reduced in value by more than £50 by physical factors caused by the use of a new or altered road must, within six years of the first claim day:


- either agree an offer of compensation (made by us) or
- if agreement cannot be reached, ask the Upper Tribunal (Lands Chamber) to decide the amount of compensation.

After that six-year 'limitation period', we can no longer be ordered to pay compensation.

11. How to contact us

If you have any questions about how to claim or if you would like a claim form or additional copies of this booklet:

 info@nationalhighways.co.uk

 0300 123 5000

A claim form and electronic version of this booklet are also available on our website at:

www.nationalhighways.co.uk/publications

This booklet is updated from time to time to ensure it is correct. The latest version is always published on our website. Please check the website to ensure you are reading the latest version.

Tips to help your Part I claim

1. Don't delay making your claim – do so as quickly as possible after the first claim day **(see Section 3 – When can I claim?)**.
2. Act quickly at all stages in the life of your claim so that it does not become time barred under the Limitation Act 1980 **(see Section 10 – The Limitation Act 1980)**.
3. If you are selling your property after the road has opened and before the first claim day, make sure you claim after exchanging contracts and before completing the sale **(see Section 3 – When can I claim?)**.
4. Make sure you have an owner's interest in the property at both the date the road opened and the date you claim and that this can be verified **(see Section 2 – Can I claim?)**.
5. Make sure you can verify you are occupying the property where you have a right to do so (as your home for residential property) at the date you claim **(see Section 4 – How do I claim?)**.
6. Tell us about all other persons who may also have an owner's interest in the property **(see Section 4 – How do I claim?)**.
7. Keep a copy of your completed claim form and use a type of

postal delivery that provides you with proof of delivery in case your claim does not reach National Highways **(see Section 4– How do I claim?)**.

8. We acknowledge all claims. If you do not receive an acknowledgement after six weeks contact us to check we have your claim **(see Section 5 – How shall my claim be dealt with?)**.
9. If you intend to ask an agent to make a claim on your behalf, be careful to appoint just one **(see Section 4 – How do I claim?)**.
10. Make sure all the information you provide to us is accurate and that you keep us informed of any changes, including those to your contact details **(see Section 4 – How do I claim?)**.
11. Make sure that you are able to prove your identity. If compensation is payable we will ask for copy documentation confirming your identity before payment is made.

Data protection and you

National Highways will collect and process your data in relation to your enquiry about or claim for Part I compensation. National Highways is permitted to do this in order to: carry out our statutory and public functions; enter into a contract with you; and/or meet any statutory requirements relating to compulsory purchase powers (where relevant).

We will not use your personal information for any purpose other than in this connection or to meet our statutory requirements. All information we hold will be maintained accurately and kept as up-to-date as possible.

Your data will be processed and retained by National Highways and our appointed contractors until the purpose for which it was collected is complete. In some cases, we may be required to share your information with the Planning Inspectorate. If you appoint an agent to represent you, we will take that as agreement to share your information, other than your bank or building society details, with them, unless you instruct us not to do so.

Under the General Data Protection Regulation you have the following rights:

- Right of access to the data (Subject Access Request)
- Right for the rectification of errors
- Right to erasure of personal data – this is not an absolute right under the legislation
- Right to restrict processing or to object to processing
- Right to data portability

To exercise these rights, please contact our Data Protection Officer using the following contact details:

 DataProtectionAdvice@nationalhighways.co.uk

Data Protection Officer
National Highways, Piccadilly Gate,
Store Street, Manchester M1 2WD

If, at any point, National Highways plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will provide you with information about what that other purpose is and any relevant further information about the rights referred to above, including the right to object to that further processing.

You have the right to lodge a complaint with the supervisory authority, the Information Commissioner's Office.

Complaints procedure

Our aim is to provide the best possible service at all times but there may be circumstances in which you wish to make a complaint about the handling of your claim. We are keen to improve the service we offer our customers wherever possible and provide redress where appropriate. However, if you are unhappy with any offer of compensation then that falls outside the remit of our complaints procedure and you can ask the Upper Tribunal (Lands Chamber) to determine your claim.

More information about the complaints procedure can be found at:

 info@nationalhighways.co.uk

 0300 123 5000

 www.nationalhighways.co.uk

Further information

The government publishes the following series of technical booklets that you may find useful.

Booklet 1: Compulsory purchase procedure

Booklet 2: Compensation to business owners and occupiers

Booklet 3: Compensation to agricultural owners and occupiers

Booklet 4: Compensation to residential owners and occupiers

Booklet 5: Mitigation works

Please note we are unable to provide copies of the above booklets which are available at the following link:

<https://www.gov.uk/government/collections/compulsory-purchase-system-guidance>

If you need help accessing this or any other National Highways information, please call **0300 123 5000** and we will help you.

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