M60/M62/M66 Simister Island Interchange

TR010064

5.2 CONSULTATION REPORT ANNEX

ANNEX Q: Tables evidencing regard had to consultation responses (in accordance with Section 49 of the 2008 Act)

APFP Regulation 5(2)(q)

Planning Act 2008

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

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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 Q: Tables evidencing regard had to consultation responses (in accordance with Section 49 of the 2008 Act)

Regulation Reference	Regulation 5(2)(q)
Planning Inspectorate Scheme Reference	TR010064
Application Document Reference	TR010064/APP/5.2
Author	M60/M62/M66 Simister Island Interchange Project Team

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Q.9 Non-statutory supplementary targeted consultation responses

1 Annex Q Introduction

1.1.1 This Annex sets out how the Applicant has had regard to the responses received to the statutory consultation and non-statutory supplementary targeted consultation in line with section 49 of the 2008 Act. There are nine tables in total categorised by responses received from Prescribed Consultees, Landowners, Local Authorities, section 47 responses received to the statutory consultation through the response form, section 47 responses received to the statutory consultation via emails and letters and responses received to the non-statutory supplementary targeted consultation. The responses to the section 47 statutory consultation have been structured by the comments received to questions 4, 6, 9 & 10 within the consultation brochure at Annex L of the Consultation Report Annexes. The responses received from all consultees are set out ad verbatim. Where a respondent has not provided a response to a particular question or had confirmed no comment, these have not been included within the relevant table.

Annex Q

Q.1 Statutory Consultation under s42(a) of the 2008 Act with Prescribed Consultees

The tables provided below evidence the regard had to responses received to National Highway's statutory consultation in accordance with s49 of the 2008 Act. Specifically, the table below, provides how National Highways have responded to responses received from Prescribed Consultees under s42(a) of the 2008 Act.

Statutory Consultation under s42(a) of the 2008 Act with Prescribed Consultees				
Respondent ID:	**Response:**	**Prescribed Consultee(s):**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
E120	I refer to your statutory consultation regarding the above proposed DCO. Cadent has reviewed the consultation documents and has the following comments: In respect of existing Cadent infrastructure, Cadent will require appropriate protection for retained apparatus including compliance with relevant standards for works proposed within close proximity of its apparatus, Cadent has identified the following apparatus within the redline boundary or within the vicinity of the proposed works: ▪ Intermediate Pressure (above 2 bar) Gas Pipelines and associated equipment ▪ Low and Medium Pressure mains and associated equipment	Cadent	N	Following engagement with Cadent, the Applicant has identified the need to divert one low pressure gas main as a result of the Scheme. The Applicant is in the process of agreeing Protective Provisions with Cadent for their apparatus retained within the Order Limits. The Protective Provisions are set out within Schedule 9 of the draft Development Consent Order (TR010064/APP/3.1).
E120	Where diversions of apparatus are required to facilitate the scheme, Cadent will require adequate notice and discussions should be started at the earliest opportunity. Please be aware that diversions for high pressure apparatus can take in excess of two years to plan and procure materials		N	The Applicant has submitted preliminary enquiries and details of the Scheme to Cadent in the form of a Budget Estimate Enquiry. Engagement has been undertaken with Cadent to understand the scope for the Budget Estimate and identify diversionary requirements. Cadent have provided the Applicant with the Budget Estimate for diversions of their apparatus. The Applicant will engage with Cadent in the detailed design stage to commence Detailed Estimate Enquiries.
E120	Where diversions of apparatus are required to facilitate the scheme, Cadent will require the party requesting the diversion works to obtain any necessary planning permissions and other consents to enable the diversion works to be carried out. Details of these consents should be agreed in writing with Cadent before any applications are made. Cadent would ordinarily require a minimum of C4/Conceptual Design study to have been carried out to establish an appropriate diversion route ahead of any application being made.		N	The Applicant has engaged with Cadent and has identified the need for the diversion of one low pressure gas main. The diversion of the low-pressure gas main is secured within the draft Development Consent Order (TR010064/APP/3.1) Details of the low-pressure gas main diversion is set out as Works No. 45 on the Works Plans (TR010064/APP/2.4). The Applicant will continue to engage with Cadent to facilitate the diversion of the low-pressure gas main.
E120	Adequate land rights must be granted to Cadent (e.g. following the exercise of compulsory powers to acquire such rights included within the DCO) to enable works to proceed to Cadent's satisfaction. Cadent's approval to the land rights powers included in the DCO prior to submission is strongly recommended to avoid later substantive objection to the DCO. Land rights will be required to be obtained prior to construction and commissioning of any diverted apparatus, in order to avoid any delays to the project's timescales. A diversion agreement may be required addressing responsibility for works, timescales, expenses and indemnity.		N	The low-pressure gas main diversion required as a result of the Scheme will be within adopted public highway and therefore additional access rights for Cadent are not required. The Applicant has submitted preliminary inquiries and details of the Scheme to Cadent in the form of a Budget Estimate Enquiry. Engagement has been undertaken with the Cadent to understand the scope for the Budget Estimate and identify diversionary requirements. Cadent have provided the Applicant with the Budget Estimate for diversions of their apparatus. The Applicant will engage with the Cadent Mains Diversion Team in the next stage to commence Detailed Estimate Enquiries. The design will be refined further, with the aim of removing any requirements for diversion works. If it is confirmed that the diversion works are required, after further design work, Cadent will be contacted to agree the responsibility for works, timescales and indemnity.
E120	Where the Promoter intends to acquire land, extinguish rights, or interfere with any of Cadent's apparatus, Cadent will require appropriate protection for retained apparatus and further discussion on the impact to its apparatus and rights including adequate Protective Provisions. Operations within Cadent's existing easement strips are not permitted without approval and will necessitate a Deed of Consent being put in place. Any proposals for work in the vicinity for Cadent's existing apparatus will require approval by Plant Protection under the Protective Provisions and early discussions are advised.		N	The Applicant is in the process of agreeing Protective Provisions with Cadent. These are set out in Schedule 9 of the draft Development Consent Order (TR010064/APP/3.1) and are in the form previously agreed with Cadent on other National Highways schemes. The Applicant will seek prior approval from Cadent for any works being undertaken within the vicinity of their apparatus.

Statutory Consultation under s42(a) of the 2008 Act with Prescribed Consultees				
Respondent ID:	**Response:**	**Prescribed Consultee(s):**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
E120	Cadent has a Deed of Grant of Easement for each pipeline, which prevents the erection of permanent / temporary buildings/structures, change to existing ground levels or storage of materials etc within the easement strip.		N	The Applicant confirms that no permanent or temporary buildings/structures, changes to existing ground levels, or storage of materials will take place within the easements of existing Cadent apparatus.
E120	Please be aware that written permission is required before any works commence within the Cadent easement strip and a Crossing Agreement may be required if any apparatus needs to cross the Cadent easement strip		N	The Applicant confirms that arrangements for working within and crossing of Cadent easements will be agreed with Cadent and will be in accordance with the Protective Provisions set out in Schedule 9 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant will engage with Cadent to determine if there is the need for a separate Crossing Agreement.
E120	The below guidance is not exhaustive and all works in the vicinity of Cadent's asset shall be subject to review and approval from Cadent's plant protection team in advance of commencement of works on site. You should be aware of the Health and Safety Executives guidance document HS(G) 47 "Avoiding Danger from Underground Services", and Cadent's specification for Safe Working in the Vicinity of Cadent High Pressure gas pipelines and associated installations - requirements for third parties GD/SP/SSW22. Digsafe leaflet Excavating Safely - Avoiding injury when working near gas pipes. There will be additional requirements dictated by Cadent's plant protection team.		N	The Applicant acknowledges reference to relevant guidance and requirements for working around statutory utilities and specifically Cadent Apparatus. The Applicant confirms that works affecting or involving Cadent apparatus will be undertaken in accordance with the arrangements secured by the Protective Provisions in Schedule 9 of the draft Development Consent Order (TR010064/APP/3.1).
E120	Cadent will also need to ensure that our pipelines remain accessible throughout and after completion of the works		N	The Applicant confirms that all pipelines will remain accessible throughout and after completion of the Scheme works.
E120	The actual depth and position must be confirmed on site by trial hole investigation under the supervision of a Cadent representative. Ground cover above our pipelines should not be reduced or increased		N	The Applicant confirms that, prior to works within the vicinity of Cadent Pipelines, Cadent will be informed and trial holes planned with any necessary attendees from Cadent there. The Applicant further confirms that works affecting or involving Cadent apparatus will be undertaken in accordance with the arrangements secured by the Protective Provisions in Schedule 9 of the draft Development Consent Order (TR010064/APP/3.1).
E120	If any excavations are planned within 3 metres of Cadent High-Pressure Pipeline or, within 10 metres of an AGI (Above Ground Installation), or if any embankment or dredging works are proposed then the actual position and depth of the pipeline must be established on site in the presence of a Cadent representative. A safe working method agreed prior to any work taking place in order to minimise the risk of damage and ensure the final depth of cover does not affect the integrity of the pipeline		N	The Applicant confirms that no excavations are planned within three metres of a Cadent High-Pressure Pipeline or 10 metres of an Above Ground Installation (AGI). If this changes either as result of the detailed design or during construction of the Scheme, the Applicant will ensure any necessary attendances from Cadent representatives are in place and that a safe working method will be agreed with Cadent prior to any works taking place.
E120	Below are some examples of work types that have specific restrictions when being undertaken in the vicinity of gas assets therefore consultation with Cadent's Plant Protection team is essential: - Demolition - Blasting - Piling and boring - Deep mining - Surface mineral extraction - Landfilling - Trenchless Techniques (e.g. HDD, pipe splitting, tunnelling etc.) - Wind turbine installation - Solar farm installation		N	The Applicant acknowledges the list of activities subject to specific restrictions when undertaken within the vicinity of Cadent apparatus. The Applicant acknowledges that any such works will be planned in advance with consultation with the Cadent Plant Protection team and will be undertaken in accordance with the Protective Provisions in Schedule 9 of the draft Development Consent Order (TR010064/APP/3.1).Based on existing utility information the Applicant believes there are areas where works will be undertaken in the vicinity of gas assets. The Cadent Plant Protection team have previously been contacted by the Applicant in relation to these works, and engagement will continue.

Statutory Consultation under s42(a) of the 2008 Act with Prescribed Consultees				
Respondent ID:	**Response:**	**Prescribed Consultee(s):**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
	- Tree planting schemes			
E120	Where existing roads cannot be used, construction traffic should ONLY cross the pipeline at agreed locations. The pipeline shall be protected, at the crossing points, by temporary rafts constructed at ground level. The third party shall review ground conditions, vehicle types and crossing frequencies to determine the type and construction of the raft required. The type of raft shall be agreed with Cadent prior to installation.		N	The Applicant confirms there are no areas within the Order Limits where construction traffic will be required to cross a Cadent gas pipeline.
E120	No protective measures including the installation of concrete slab protection shall be installed over or near to the Cadent pipeline without the prior permission of Cadent. Cadent will need to agree the material, the dimensions and method of installation of the proposed protective measure. The method of installation shall be confirmed through the submission of a formal written method statement from the contractor to Cadent. A Cadent representative shall monitor any works within close proximity to the pipeline.		N	The Applicant confirms there are no identified requirements for protection measures to existing Cadent Gas apparatus. Should this change, either as a result of the detailed design or during construction of the Scheme, any protective measures will be confirmed with Cadent prior to implementation on site.
E120	New services may cross the pipeline at perpendicular angle to the pipeline i.e. 90 degrees. Where a new service is to cross over the pipeline a clearance distance of 0.6 metres between the crown of the pipeline and underside of the service should be maintained. If this cannot be achieved the service shall cross below the pipeline with a clearance distance of 0.6 metres. A new service should not be laid parallel within an easement strip. A Cadent representative shall approve and supervise any new service crossing of a pipeline. An exposed pipeline should be suitable supported and removed prior to backfilling. An exposed pipeline should be protected by matting and suitable timber cladding. For pipe construction involving deep excavation (<1.5m) in the vicinity of grey iron mains, the model consultative procedure will apply therefore an integrity assessment must be conducted to confirm if diversion is required.		N	The Applicant acknowledges the requirements provided with regards to new services crossing existing Cadent pipelines. Where any new services cross Cadent pipelines, the Applicant will consult with Cadent in advance to agree to the works and to ensure Cadent supervision is in attendance were required. The Applicant expects to install new services crossing an existing high pressure main on the verge of the M66. The Applicant will engage with Cadent in the detailed design stage to confirm the details of the new services installed above their utility. The Applicant does not expect to expose existing pipelines during the installation of new infrastructure. If an existing pipeline is exposed, then works will be stopped and a Cadent representative will be contacted for approval of the proposed work methods. The Cadent representative will also be given the opportunity to supervise the proposed works. The Applicant will continue engagement with Cadent in the detailed design stage and provide details of new services near their existing assets and easement strips. The Applicant acknowledges that a new service should not be laid parallel to a Cadent easement strip.
E125	M60/M62/M66 Simister Island Interchange Improvements; M60/M62/M66 Simister Island Interchange, Greater Manchester Thank you for your consultation letter of 15 February 2023 seeking the views of the Coal Authority on the above. The Coal Authority is a non-departmental public body sponsored by the Department for Energy Security and Net Zero. As a statutory consultee, the Coal Authority has a duty to respond to planning applications and development plans in order to protect the public and the environment in mining areas.	The Coal Authority	N	The Applicant acknowledges the Coal Authority's responsibilities.
E125	The proposed EIA development is located within the defined Development High Risk Area; the site has therefore been subject to past coal mining activity. In accordance with the agreed risk-based approach to development management in Development High Risk		N	The Applicant confirms that Chapter 9 Geology and Soils of the Environmental Statement (TR010064/APP/6.1) and Appendix 9.3: Geotechnical Investigation Report of the Environmental Statement Appendices (TR010064/APP/6.3) considered coal mining as a source of contamination which may pose impacts to human health and the environment. No

Statutory Consultation under s42(a) of the 2008 Act with Prescribed Consultees				
Respondent ID:	**Response:**	**Prescribed Consultee(s):**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
	Areas, past coal mining activities within the site should be fully considered as part of the Environmental Statement (ES); this should take the form of a risk assessment, together with any necessary mitigation measures.			evidence of contamination from historical coal mining was encountered during Geotechnical investigation and therefore no mitigation measures are proposed. Geotechnical risks associated with historical mining are set out at Section 4.7 of Appendix 9.3 Geotechnical Investigation Report of the Environmental Statement Appendices (TR00064/APP/6.3).
E125	**Protecting the public and the environment in mining areas** The Coal Authority notes the Preliminary Environmental Information Report Non- Technical Summary (26 January 2023, prepared by National Highways), Section 4.5.8 of which confirms that historical mining may have taken place at the site and that a ground investigation is likely to be required, but which will be considered further within the ES. This is considered to meet National policy requirements.		N	An assessment of historical coal mining in the area as a source of contamination which may impact human health and the environment has been undertaken and the outcome is set out in the Geotechnical Investigation Report of the Environmental Statement Appendices (TR010064/APP/6.3) and Chapter 9 Geology and Soils of the Environmental Statement (TR010064/APP/6.1), No contamination from coal mining has been identified during the carrying out of Geotechnical Investigations.
E125	The subsequent formal submission for this site should therefore include the ES and where built development is proposed in areas where mine entries are recorded as being present we would expect their exact location to be established by intrusive investigations and the layout designed to avoid these features. Despite this, and having considered the proposed development layout, it would appear that the turbines are not affected by those recorded mine entries within the wider planning boundary, but potentially the proposed cable route is.		N	The Applicant confirms that the Scheme does not include the construction of turbines or cable routes. The Order Limits are not located near mine entries or within mine entry potential zone of influence. The zone of influence highlights an area on the ground surface that could be affected if subsidence of the mine entry were to occur. However, the Applicant has considered the risks posed by nearby mine entries which is set out in Section 4.7 of Appendix 9.3 Geotechnical Investigation Report of the Environmental Statement Appendices (TR010064/APP/6.3).
E125	The Coal Authority is of the opinion that building over the top of, or in close proximity to, mine entries should be avoided wherever possible, even after they have been capped, in line with our adopted policy. I hope this is helpful but please do not hesitate to contact me if you would like to discuss this matter further.		N	The Applicant can confirm that no works will be undertaken within 500 metres or within a mine entry potential zone of influence. The zone of influence highlights an area on the ground surface that could be affected if subsidence of the mine entry were to occur.
L07	**M60 / M62 / M66 SIMISTER ISLAND INTERCHANGE STATUTORY CONSULTATION - 15 FEBRUARY 2023 TO 2*8 MARCH 2023 PLANNING ACT 2008 (AS AMENDED) SECTION 42: DUTY TO CONSULT ON A PROPOSED APPLICATION** Thank you for your letter of 13 February 2023, consulting Historic England on the proposed M60/M62/M66 Simister Island Interchange, which comprises improvements to the M60 junction, including construction of a new loop structure between the M60 eastbound and the M60 southbound, and widening to five lanes of the M60 between junctions 17 and 18. Historic England is the Government's statutory advisor on the historic environment, and is primarily concerned with the preservation of listed buildings, registered parks and gardens, scheduled ancient monuments, and other non-designated but nationally important archaeological sites. Our response to the consultation, therefore, relates to the potential impact of the Proposed Scheme on the historic environment.	Historic England	N	The Applicant acknowledges Historic England's responsibilities.

Statutory Consultation under s42(a) of the 2008 Act with Prescribed Consultees				
Respondent ID:	**Response:**	**Prescribed Consultee(s):**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
L07	Chapter 7 ('Cultural Heritage') of the Preliminary Environmental Information Report (PEIR) included in the suite of consultation documents appears to have been compiled in accordance with current best practice. Whilst the study area for the assessment appears to have been quite tightly drawn around the provisional order limits, this is acceptable given the largely built-up nature of the area in which the Proposed Scheme is located. We agree with section 7.6 of the PEIR that a study area of 300m should provide sufficient scope to inform the archaeological context of the Proposed Scheme, whilst the wider 1km study area should be sufficient for the assessment of the impact of the Proposed Scheme on the settings of designated heritage assets. All appropriate sources of information, as listed in section 7.7, appear to have been consulted for information on the historic environment. As this section makes clear, relatively few designated heritage assets have the potential to be impacted on by the Proposed Scheme - three listed buildings within the 300m study area, and 38, including two which are listed at Grade I and three which are listed at Grade II*, as well as three conservation areas and one Grade II Registered Park and Garden within the wider 1km study area. Within the provisional order limits, only a small number of non-designated archaeological assets have been identified, together with a further 50 within the 300m study area.		N	The Applicant can confirm that an assessment of the impact of the Scheme on the setting of designated assets (those protected by statutory instrument or material considerations in the planning process) has been undertaken. Chapter 6: Cultural Heritage of Environmental Statement (TR010064/APP/6.1) confirms that no significant effects are identified. The study area for non-designated assets (those not protected by statutory instrument or material considerations in the planning process) was expanded to 500m as a precaution and changes to setting were considered for built heritage in this area as a result of the Scheme from both visual impacts and in historic terms. The assessment set out In Chapter 6 Cultural Heritage of the Environmental Statement concludes that the impact of the Scheme on non-designated assets is not significant.
L07	Section 7.8 of the PEIR assesses the potential for the Proposed Scheme to impact upon the historic environment. No physical impacts are predicted on any designated heritage assets during the construction phase of the Scheme, and it is not expected that there will be any adverse impacts upon their settings. The potential for physical impacts upon archaeological remains, including previously unknown ones, within the footprint of the Proposed Scheme during construction is acknowledged. The potential for significant physical impacts upon historic buildings and archaeological remains once the Scheme is operational is assessed as negligible. On the basis of the evidence presented in the PEIR, we would not disagree with this assessment.		N	The Preliminary Environmental Information Report assessment predicted that no designation such as listed buildings or registered parks and gardens will be physically affected during construction and operation. This conclusion has been confirmed in Chapter 6, Cultural Heritage of the Environmental Statement (TR010064/APP/6.1). Temporary adverse effects on a listed building were identified as likely during construction due to temporary changes in setting brought about by pond creation, where construction activity will temporarily detract from the way in which the asset is appreciated. These effects will not be significant. An adverse effect was identified on Heaton Park Registered Historic Park and Garden during construction and operation due to changes in setting. These effects will not be significant, resulting in less than substantial harm. An adverse effect on the non-designated Cowl Gate Farm north-west of junction 18 was identified during construction and operation, which is not significant.
L07	Section 7.9 of the PEIR ('Design, Mitigation and Enhancement Measures') sets out the measures proposed to limit the impact of the Proposed Scheme upon the historic environment. These range from modifications to the landscape around the Scheme to reduce its impact upon the settings of designated heritage assets, to a programme of archaeological trial trenching to identify the full extent of buried archaeological remains which might be impacted. This would be followed by detailed excavation and recording ('preservation by record') in advance of the start of construction works. We consider that, subject in due course to agreement on the detail, these outline		N	The Applicant can confirm that all archaeological investigation and mitigation work will be carried out to a detailed method statement (Written Scheme of Investigation) approved in advance of construction by the Greater Manchester Archaeological Advisory Service and secured through Requirement 9 of the draft Development Consent Order (TR010064/APP/3.1).

Statutory Consultation under s42(a) of the 2008 Act with Prescribed Consultees				
Respondent ID:	**Response:**	**Prescribed Consultee(s):**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
	proposals should result in an appropriate level of mitigation for the impact of the Proposed Scheme upon the historic environment.			
L07	The evidence set out in Chapter 7 of the PEIR suggests that the impact of the Proposed Scheme upon the historic environment should be limited. To ensure that that is the case, further work is clearly required to identify the full range of assets, particularly the archaeological ones, which could be impacted by the Scheme. The PEIR sets out a framework for limiting further the impact of the Scheme through design and through development of a phased programme of further archaeological fieldwork, leading to preservation by record of any archaeological sites impacted. Historic England would welcome the opportunity to advise further, in partnership with the Greater Manchester Archaeological Advisory Service, as that phased programme is developed.		N	The Applicant can confirm that The Greater Manchester Archaeological Advisory Service have suggested carrying out trial trench investigation in areas within the Order Limits that would be subject to permanent land acquisition to facilitate construction of the Scheme. A commitment to the use of trial trenching at the location of known archaeological remains is set out in the Register of Environmental Actions and Commitments which forms part of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Applicant will undertake further engagement with the Greater Manchester Archaeological Advisory Service to discuss the best locations for trenches to test for the presence of unknown archaeology. This will be informed by ground condition information to avoid areas known to be disturbed from past construction activity or other land uses. Greater Manchester Archaeological Advisory Service also suggested a hand auger survey (soil survey undertaken by hand) to evaluate the presence of peat deposits at Unsworth Moss north-east of Junction 18 but ground conditions indicate that the survival of such deposits will be minimal and the assessment within Chapter 6: Cultural Heritage of the Environmental Statement (TR010064/APP/6.1) and Appendix 6.1: Cultural heritage desk-based assessment of the Environmental Statement Appendices (TR010064/APP/6.3) reflects this position.
E102	Thank you for consulting the Ministry of Defence (MOD) on the above proposed development which was received by this office. The Defence Infrastructure Organisation (DIO) Safeguarding Team represents the Ministry of Defence (MOD) as a consultee in UK planning and energy consenting systems to ensure that development does not compromise or degrade the operation of defence sites such as aerodromes, explosives storage sites, air weapon ranges, and technical sites or training resources such as the Military Low Flying System.	Ministry of Defence	N	The Applicant acknowledges the Ministry of Defence's responsibilities.
E102	The proposal is a preliminary design consultation prior to a Development Consent Order application for works based around Junction 18 of the M60, M62 and M66 Interchange (Northern Loop). This application relates to a site outside of Ministry of Defence safeguarding areas. I can therefore confirm that the Ministry of Defence has no safeguarding concerns with this proposal.		N	The Applicant acknowledges the Ministry of Defence's confirmation that they do not have any safeguarding concerns with the Scheme.
E102	The MOD must emphasise that the advice provided within this letter is in response to the data and/or information detailed in the developer's letter/documents titled M60/M62/M66 Simister Island Interchange Preliminary Design Consultation – Public Consultation Brochure dated February 2023. Any variation of the parameters (which include the location, dimensions, form, and finishing materials) detailed may significantly alter how the development relates to MOD safeguarding requirements and cause adverse impacts to safeguarded defence assets or capabilities. In the event that any amendment, whether considered material or not by the determining authority, is submitted for approval, the MOD should be consulted and provided with adequate time to carry out assessments and provide a formal response.		N	The Applicant can confirm that, as a result of changes to the Order Limits following the statutory consultation undertaken between 15 February and 28 March 2023, the Ministry of Defence was informed of those changes on 29 August 2023 as part of the targeted supplementary non-statutory consultation. No further response was received from them.

Statutory Consultation under s42(a) of the 2008 Act with Prescribed Consultees				
Respondent ID:	**Response:**	**Prescribed Consultee(s):**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
	I trust this is clear however should you have any questions please do not hesitate to contact me.			
E104	I refer to the consultation received by our CEO by surface mail, date 13th February 2023. NATS operates no infrastructure within 20km of the site in question. Accordingly, it anticipates no impact from the proposal and has no comments on the Application. We also wish to take this opportunity to respectfully request you update the contact details for NATS as indicated below and note our preference to receive consultations electronically.	NATS (En Route) plc	N	The Applicant acknowledges the response from NATS and confirmation that they do not operate any infrastructure near the Scheme. The Applicant also confirms that contact preferences have been updated.
L08	**Planning consultation: TR010064/S42(1)(a)/[February 2023] - Statutory Consultation at Preapplication Stage under Planning Act 2008 (As Amended) Section 42: Duty to consult on a proposed application** **Location: M60/M62/M66 Simister Island Interchange** Thank you for your consultation on the above dated and received by Natural England on 13 February 2023. Natural England is a non-departmental public body. Our 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.	Natural England	N	The Applicant acknowledges Natural England's responsibilities.
L08	**1. FURTHER INFORMATION REQUIRED TO DETERMINE IMPACTS TO DESIGNATED SITES** There is insufficient information in order to assess the potential impacts to Rochdale Canal Special Area of Conservation (SAC) and Rochdale Canal Site of Special Scientific Interest (SSSI).		N	The Applicant confirms that, following statutory consultation, detailed assessment of the potential effects of air quality changes as a result of the Scheme on the Rochdale Canal Special Area of Conservation has been undertaken and concluded no adverse effect on the integrity of the Special Area of Conservation. The assessment is set out in Appendix 8.13: Habitat Regulations Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). The Applicant has also considered the impacts of the Scheme on the Rochdale Canal Site of Special Scientific Interest. As detailed within Appendix 8.2: Designated Sites Air Quality Assessment of the Environmental Statement Appendices, Rochdale Canal Site of Special Scientific Interest is screened out of the nitrogen deposition assessment as the change in nitrogen deposition as a result of the Scheme is lower than the screening threshold (National Highways' Design Manual for Roads and Bridges LA105 (Air Quality) Figure 2.98) of 0.4 kg N ha^{-1} yr^{-1}.
L08	**2. FURTHER INFORMATION REQUIRED TO DETERMINE IMPACTS TO PEAT** Natural England are of the opinion that peat surveys are required to determine and mitigate the impacts to peat. This will also ensure habitats have been classified correctly. Natural England do not support development on peat. Natural England advise that peat can be very difficult to restore, recreate or replace once destroyed. Therefore, impacts to peat should be fully assessed and mitigated, where required.		N	The Applicant can confirm as part of the soil and ground investigation surveys undertaken that 'peat soils' have been identified at two soil survey locations and one ground investigation location; 'peat soils' are defined by Natural England as soil which has more than 40cm of peaty textured material within the upper 80cm of the soil profile and organic mineral or peaty textures present within the upper 30cm (Natural England 2008, Soil texture, Technical Information Note TIN037). Peaty soil textures or 'peat' were identified in soil/ground investigation descriptions at a total of 19 out of 195 locations investigated. In the majority of cases where peaty soil textures or 'peat' were identified, organic mineral/peaty topsoils were found overlying mineral or peaty subsoils, with isolated small pockets of remnant buried peat that are not contiguous and are unlikely to be hydraulically connected in a meaningful way for peat restoration. Chapter 9 Geology and Soils of the Environmental Statement (TR010064/APP/6.1), contains further information. There may be situations where excavation of peat is unavoidable due to safety concerns.

Statutory Consultation under s42(a) of the 2008 Act with Prescribed Consultees				
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				Peat deposits are highly compressible and would introduce a potential risk for excessive settlement and lateral movement following construction if left in-situ. If an embankment were to be constructed on the peat material, this could result in damage and/or collapse of the highway. Not addressing this issue would be an unacceptable risk to introduce to the Scheme during road user operation. The remedial measure to reduce secondary consolidations and settlement involves the excavation and replacement of the peat material with granular fill, followed by the installation of band drains. Any peat/peaty material excavated during the works would be handled in accordance with Appendix F: Outline Soils Management Plan of the First Iteration Environmental Management Plan (TR010064/APP/6.5), which has been developed in accordance with good practice guidance and would help mitigate potential adverse effects on all soil resources. The Outline Soils Management Plan will be developed into a Soils Management Plan as part of the Second Iteration Environmental Plan and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1)The impact on these minor peaty pockets is being discussed with Natural England; details of these discussions are captured within a Statement of Common Ground which will be submitted to the Examining Authority during the course of the examination into the application for development consent.
L08	**3. FURTHER INFORMATION REQUIRED TO DETERMINE IMPACTS TO BMV AGRICULTURAL LAND** Natural England require a detailed breakdown of the land take into permanent and temporary losses for the different types of land use within the proposed development, broken down by Agricultural Land Classification (ALC) by area and percentage to inform the potential impact on soil resource and mitigation/restoration. Details of the ALC methodology and report by ADAS is required. No soil should be disposed off-site, including peat, in line with the waste hierarchy. We support a Soil Management Plan.		N	The Applicant can confirm that a detailed breakdown of the land take by Agricultural Land Classification grade is provided within Chapter 9, Geology and Soils of the Environmental Statement (TR010064/APP/6.1) along with ADAS' soil survey report, which is provided in Appendix 9.2, Agricultural Land Classification Survey Report in the Environmental Statement appendices (TR010064/APP/6.3). The pattern of Agricultural Land Classification grades is taken into account within the assessment of effects, but this does not mean that the highest receptor value (very high for Grade 2) will be applied to the entire extent of land take as Grade 2 soils are only present in one limited area. The need to consider the waste hierarchy has been specified, alongside other duty of care requirements, as essential mitigation in Section 10.9 of Environmental Statement Chapter 10: Material Assets and Waste (TR010064/APP/6.1). Where practicable, any excavated materials (including soil and peat / peaty strata), would be avoided, retained in-situ, or reused on site. Where this is not practicable, off-site reuse, recycling or recovery would be secured during the detailed design of the Scheme, and disposal to landfill would only be considered as a last resort. Further details on this can be found in Appendix F Outline Soils Management Plan of the First Iteration Environmental Management Plan (TR010064/APP/6.5). This has been prepared in accordance with the Construction Code of Practice for the Sustainable Use of Soils on Construction Sites (Department for Environment, Food & Rural Affairs, 2009) and will include the information suggested by Natural England insofar as practicable at the time of writing, with gaps identified as required to be addressed during further design development. The Outline Soils Management Plan will be developed into the Soils Management Plan as part of the Second Iteration Environmental Management Plan secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). In order to promote sustainable reuse of soil and other geological arisings within the Scheme, an Outline Materials Management Plan has also been prepared in line with the protocols within the CL:AIRE Definition of Waste (2011) guidance so that excavated materials are reused appropriately and sustainably.

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				The Outline Materials Management Plan can be found in Appendix G of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Materials Management Plan will be developed into the Materials Management Plan as part of the Second Iteration Environmental Management Plan secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
L08	**4. FURTHER INFORMATION REQUIRED TO DETERMINE IMPACTS TO ANCIENT WOODLAND** Natural England does not support the removal of ancient woodland and believes the proposal should follow the mitigation hierarchy. A full assessment of impacts during construction and operational phases should be made on the existing ancient woodland and its proposed mitigation habitat. We support the need for a management plan. Tree planting should not occur on peat.		Y	The Applicant can confirm that, following feedback received from the statutory consultation held between 15 February and 28 March 2023, Pond 6 has been removed from the Scheme and there will no longer be a requirement for working within Philips Park or the Whitefield area. Therefore, no removal or impacts to the ancient woodland (or its buffer) are expected. Further details on the design change can be found in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
L08	**5. FURTHER CONSIDERATION OF SCHEME LAYOUT AND HABITAT DESIGN** Habitat mitigation and enhancement can be strengthened using up to date Biodiversity Metrics for Biodiversity Net Gain. We would welcome more tailored and bespoke habitats in line with Local Nature Recovery Strategies, Best and Most Versatile (BMV) agricultural land, ancient woodland and peat presence. Measures should complement connecting people with nature, locally designated sites, protected species and priority habitats.		N	The Applicant confirms that a Biodiversity Net Gain assessment has been undertaken using Metric 3.1, which can be found at Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3). The Scheme has aimed to maximise biodiversity delivery whilst ensuring habitats are appropriate for the location and maximise connectivity within and to areas outside of the site. The Greater Manchester Combined Authority are still developing the Local Nature Recovery Strategy for the area; however, the Applicant has used the 'Local Nature Recovery Strategy Opportunities layer, available from the Greater Manchester Council Map, to inform the Biodiversity Net Gain assessment. A detailed breakdown of the land take by Agricultural Land Classification grade along with the ADAS soil survey report is provided and can be found in Chapter 9 Geology and Soils of the Environmental Statement (TR010064/APP/6.1). The Scheme design would not impact on ancient woodland. The Applicant can confirm as part of the soil and ground investigation surveys undertaken that 'peat soils' have been identified at two soil survey locations and one ground investigation (GI) location; 'peat soils' are defined by Natural England as soil which has more than 40cm of peaty textured material within the upper 80cm of the soil profile and organic mineral or peaty textures present within the upper 30cm (Natural England 2008, Soil texture, Technical Information Note TIN037). Any peat/peaty material excavated during the works would be handled in accordance with Appendix F: Outline Soils Management Plan of the First Iteration Environmental Management Plan (TR010064/APP/6.5), which has been developed in accordance with good practice guidance and would help mitigate potential adverse effects on all soil resources. The impact on these minor peaty pockets is being carried out in consultation with Natural England. The Outline Soils Management Plan will be developed into the Soils Management Plan as part of the Second Iteration Environmental Management Plan secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).

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				The Scheme is predicting a net gain of 3.68% for habitats and 58.50% for hedgerows. The landscaping design (Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2)) will improve connectivity of habitats (including priority habitats), and local Sites of Biological Importance and Local Nature Reserves. In addition, the Scheme would link two footpaths (28aPRE and 29aPRE) which run perpendicular to the M60 northbound immediately to the north of Heaton Park with an area of ecological mitigation. This will support access to the natural environment north of Heaton Park. Further details can be found on the Streets and Rights of Way Access Plan (TR010064/APP/2.5).
L08	**6. ENSURE THE APPROPRIATE SPECIES MITIGATION SCHEME IS IN PLACE** Natural England recommends further discussions are held with the District Level Licensing team and all protected species mitigation licences are ready to be secured.		N	The Applicant has been working closely with Natural England and has secured a signed Impact Assessment and Conservation Payment Certificate in relation to great crested newts (Appendix 8.15 Great Crested Newts District Level Licence Impact Assessment & Conservation Payment Certificate of the Environmental Statement Appendices (TR010064/APP/6.3)). The Impact Assessment and Conservation Payment Certificate confirms that the Scheme is 1) suitable for district level licensing, 2) meets the 'favourable conservation status' test in the Habitats Regulations 2019, and 3) will compensate for any impacts on great crested newts by a conservation payment. In addition, the Applicant has drafted a badger licence (Appendix 8.14: Draft Badger Licence of the Environmental Statement Appendices (TR010064/APP/6.3)) which has been submitted to Natural England for review with a view to obtaining a 'Letter of No Impediment' with respect to badgers. The 'Letter of No Impediment' will provide confidence to the Examining Authority and the Secretary of State for Transport that Natural England sees no impediment to issuing the badger licence at the appropriate time in the future.
L08	**Background** The proposed scheme is identified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 (as amended). We are aware that the application for a Development Consent Order (DCO) will be submitted in late 2023 to the Planning Inspectorate. Natural England has previously provided comment on the Environmental Impact Assessment Scoping consultation (Regulation 15 (4) of the EIA Regulations 2017) which sought the scope of the Environmental Statement in July 2021 (our ref 359259). We made comment on air quality in regard to Rochdale Canal Special Area of Conservation and recommended the inclusion of site relevant critical loads from Air Pollution Information System (APIS). We welcomed biodiversity enhancement and net gain but suggested this could be strengthened. We raised our concerns with the excavation of peat and its subsequent carbon release effects. Natural England's advice in this letter is based on the Preliminary Environment Information Report (PEIR) and its associated Non-Technical Summary and Map Book 2 – Land Use Plans which have been submitted for consultation comments as part of the pre-application process.		N	The Applicant has had due regard to the advice received from Natural England with respect to the assessment of the effects of nitrogen deposition on the Rochdale Canal Special Area of Conservation. The assessment of effects is reported within Appendix 8.13 Habitats Regulations Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). A final draft of the Habitats Regulations Report was shared with Natural England in November 2023, and they confirmed on 7 December 2023 that they supported the assessment approach and agreed with the conclusion of no adverse effect on the integrity of the Rochdale Canal Special Area of Conservation as a result of the Scheme. On 9 November 2023, the Applicant provided Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3) to Natural England for comment. This strengthens the Applicant's commitment to Biodiversity Net Gain by specifying the net gain in habitats (3.68%) and hedgerows (58.50%) that would be achieved by the Scheme. The Applicant can confirm as part of the soil and ground investigation surveys undertaken that 'peat soils' have been identified at two soil survey locations and one ground investigation location; 'peat soils' are defined by Natural England as soil which has more than 40cm of peaty textured material within the upper 80cm of the soil profile and organic mineral or peaty textures present within the upper 30cm (Natural England 2008, Soil texture, Technical Information Note TIN037). Peaty soil textures or 'peat' were identified in soil/ground investigation descriptions at a total of 19 out of 195 locations investigated. In the majority of cases where peaty soil textures or 'peat' were identified, organic mineral/peaty topsoils were found overlying mineral or peaty subsoils, with isolated small pockets of remnant buried peat that are not contiguous and are unlikely to be hydraulically connected in a meaningful way

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				for peat restoration. Refer to Chapter 9 Geology and Soils of the Environmental Statement for more details (TR010064/APP/6.1). There may be situations where excavation of peat is unavoidable due to safety concerns. Peat deposits are highly compressible and would introduce a potential risk for excessive settlement and lateral movement following construction if left in-situ. If an embankment were to be constructed on the peat material, this could result in damage and/or collapse of the highway. Not addressing this issue would be an unacceptable risk to introduce to the Scheme during road user operation. The remedial measure to reduce secondary consolidations and settlement involves the excavation and replacement of the peat material with granular fill, followed by the installation of band drains. Any peat/peaty material excavated during the works would be handled in accordance with Appendix F: Outline Soils Management Plan of the First Iteration Environmental Management Plan (TR010064/APP/6.5), which has been developed in accordance with good practice guidance and would help mitigate potential adverse effects on all soil resources. The impact on these minor peaty pockets is being carried out in consultation with Natural England. The Outline Soils Management Plan will be developed into the Soils Management Plan as part of the Second Iteration Environmental Management Plan secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
L08	**Impact to Designated Sites** Further information is required to determine potential likely significant effects (LSEs) to Rochdale Canal Special Area of Conservation (SAC). Table 9.6 and Table 9.7 scope out LSE to Rochdale Canal SAC. However, this assumption has not been justified through the use of APIS or detailed modelling at the designated site as a potential ecological receptor site, taking into account its critical load. It has only stated the critical load. When an impact is identified during the screening stage of the HRA, this should progress to appropriate assessment, in which Natural England requires consultation. Our concerns at the SAC coincide with potential impacts to Rochdale Canal Site of Special Scientific Interest (SSSI).		N	The Applicant has had due regard to feedback received from Natural England when completing Appendix 8.13 Habitats Regulations Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). A Stage 1 Screening Assessment concluded that likely significant effects could not be discounted for the Rochdale Canal Special Area of Conservation, when considered alone or in-combination with other plans and projects. The statement to inform an appropriate assessment (Appendix 8.13: Habitats Regulations Assessment of the Environmental Statement Appendices (TR010064/APP/6.3)) concludes, that the Scheme will not adversely affect the integrity of the Rochdale Canal Special Area of Conservation during its construction or operational phases, either alone or in combination with other plans or projects. Chapter 8: Biodiversity of the Environmental Statement (TR010064/APP/6.1) includes an assessment of effects of the Scheme on Rochdale Canal Site of Special Scientific Interest, supported by Appendix 8.2 Designated Sites Air Quality Assessment of the Environmental Statement Appendices (TR010064/APP/6.3). Chapter 8 Biodiversity of the Environmental Statement concludes no significant effects on Rochdale Canal Site of Special Scientific Interest.
L08	**Impacts to Potential Annex I Habitat** Natural England recommend peat surveys are conducted to better understand the type, condition and depth of the peat to inform the most appropriate mitigation. Natural England are concerned that habitats present within the proposal site have not been accurately recorded. The Phase 1 Habitat survey has not recognised the underlying deep peat deposits. As such design layout and mitigation methods may not be tailored and bespoke to the proposed scheme. Under the Habitats Directive, there is a specific habitat described as Annex I habitat 'Degraded raised bog still capable of natural regeneration' which is of high significance. An accurate representation		N	Habitats within the Order Limits and within a 500m buffer have been accurately mapped by experienced ecologists appointed by the Applicant. Based on Natural England's comments regarding habitat types recorded, it is clear there may have been some misinterpretation of the UK Habitat Classification plan (Figure 9.3 of Chapter 9: Biodiversity of the Preliminary Environmental Information Report (see Annex L of the Consultation Report Appendices (TR010064/APP/5.2)). To confirm, there are no areas of lowland dry acid grassland within the Order Limits. Habitats around Egypt Lane are a combination of other neutral grassland, non-cereal crops (silage field) and modified grassland and do not exhibit species compositions, physical characteristics or management practices that would indicate underlying peat deposits. The only area of lowland dry acid grassland in the northern extent of survey area is within a locally designated site (Hollins Vale Local Nature Reserve) located

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	and recognition of the value of the habitat present on the proposal site is a fundamental issue when considering the potential impacts to wider biodiversity.			to the west of the M66. At this point works in relation to the Scheme would be confined to the existing carriageway and this habitat would remain unaffected. Under the Habitats Directive, degraded bogs have been identified and catalogued across the UK and must contain several peatland species found on active bogs, but not all species. Field surveys (Appendix 8.1 UK Habitats Classification Report of the Environmental Statement (TR010064/APP/6.3)) identified a single species of soft reeds, and therefore would not be classified as a degraded bog using this classification. Soft rush (*Juncus effusus*) can grow in a wide variety of habitats from moorlands to coastlands and are supported by a wide variety of soil types from peaty soils to sandy soils. The presence of *Juncus effusus* is related to high soil moisture content rather than soil type and therefore is not a good indicator of peat(y) soils. According to the Special Area of Conservation map [1], Simister Island is not classified as a '7120 habitat – a degraded raised bog capable of regeneration' (which is an Annex I habitat) and therefore the Scheme area is not considered suitable for peatland restoration when taken in combination with the baseline UK habitat data gathered as part of the Scheme. It is noted that one of the classifications that are considered for restoration is improved pasture that most closely aligns with the land use where the highest soil organic matter soils have been mapped, however, this does not mean this area can be restored to a peatland as it is not possible to restore every improved pasture to a peatland. A combined agricultural land classification and soil resource survey of the Scheme (hereafter 'the soil survey') was undertaken by ADAS in 2021, conforming to an observation density of approximately 1 per hectare, with topsoil and subsoil samples taken for laboratory analyses at a rate of approximately 1 per 2 hectares. A copy of the ADAS report is provided in Appendix 9.2, Agricultural Land Classification Report in the Environmental Statement Appendices (TR010064/APP/6.3). A total of 41 hand auger locations and three hand pits were investigated across the Scheme area, from which 23 topsoil samples and 23 upper subsoil samples were collected and sent for laboratory analysis of a suite that included organic matter, pH, phosphate (P), potassium (K), magnesium (Mg), total nitrogen (N), total carbon I, C:N ratio and particle size distribution analysis at three locations. In addition, ground investigation (GI) data have been obtained from 150 locations, which included the identification of peat and soil organic matter testing for 235 samples from 119 locations. The Applicant considers that the data provide sufficient information on the extent, nature, and depths of peat/peaty soils across the Scheme, and that further peat survey is not warranted based on the existing data. The Applicant can confirm as part of the soil and ground investigation surveys undertaken that 'peat soils' have been identified at two soil survey locations and one ground investigation location; 'peat soils' are defined by Natural England as soil which has more than 40cm of peaty textured material within the upper 80cm of the soil profile and organic mineral or peaty textures present within the upper 30cm (Natural England 2008, Soil texture, Technical Information Note TIN037) . Peaty soil textures or 'peat' were identified in soil/GI descriptions at a total of 19 out of 195 locations investigated. In the majority of cases where peaty soil textures or 'peat' were identified, organic mineral/peaty topsoil were found overlying mineral or peaty subsoils, with isolated small pockets of remnant buried peat that are not contiguous and are unlikely to be hydraulically connected in a meaningful way for peat restoration. Refer to Chapter 9 Geology and Soils of the Environmental Statement for more details

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				(TR010064/APP/6.1). This is compounded by a lack of peatland vegetation in the area to act as a seed source for peatland restoration – the Interpretation Manual of European Habitats [3] states that degraded bogs should be capable of natural regeneration, where hydrology can be repaired and where, with appropriate rehabilitation management, there is a reasonable expectation of re-establishing vegetation with peat-forming capability within 30 years. Considering whether the soils in the Scheme are part of a wider peat body, or support a peat body, the closest catalogued degraded peatland site to the Scheme is the Manchester Mosses Special Area of Conservation, located approximately 19 km southwest of the Scheme. This degraded peatland is too far away for hydraulic connectivity to exist, and aerial photos reveal the surrounding area to be agricultural fields that are unlikely to either be a functioning peatland body or support one. Based on the above and the results of the UK Habitats Classification Survey, the Applicant maintains that there are no peat-dependent habitats within the Order Limits. The lack of hydraulic connection between the isolated pockets of peat and with any wider peat body, as well as the lack of an existing peatland seed stock, renders the potential for peatland restoration very limited. The International Union for Conservation of Nature [4] has stated that areas with a minimum peat depth of 45 cm in fens and 30 cm in bogs are eligible for peatland restoration, with the additional requirement for bogs that areas with peat depths of 30-50 cm shall be part of a restoration project contiguous with areas of deeper peat; the restoration project would need to demonstrate that the areas with peat of 30-50 cm depth are degrading and are likely to have been deep peat in the past. 75% of survey points on a 100 x 100 m grid would need to have peat depths exceeding the minimum depths of 45 cm for fen and 30 cm for bog.
L08	The PEIR confirms an underlying peat presence at the location north of Egypt Lane and the UK Habitats Map shows this area as lowland dry acid grassland, modified grassland with mixed broadleaved woodland and scrub. Under appropriate management and hydrological repair, even improved pasture can be returned to peat forming vegetation within 30 years. The current habitat does not have to be within wetland management or present itself as a bogland too classify as Annex I habitat. Therefore, we disagree with paragraph 9.7.37 which states there are no peat dependent habitats within the boundary, with some areas of soft rush which might be linked to peat. We also disagree with Table 6.9 Assessment of LSE which states no habitats dependent on peat are anticipated to be affected by removal of peat		N	The Applicant can confirm that surveys have demonstrated very limited evidence of peat has been found across the Scheme. A combination of information from ecological and soil surveys reveals only one wetland species (*Juncus effusus*) and three soil samples from two exploratory holes which classify as peat (>50% organic matter). Under the Habitats Directive, degraded bogs have been identified and catalogued across the UK and must contain several peatland species found on active bogs, but not all species. Field surveys (Appendix 8.1 UK Habitats Classification Report of the Environmental Statement (TR010064/APP/6.3)) identified a single species of soft reeds, and therefore no land within the Order Limits (Scheme boundary) would be classified as a degraded bog using this classification. Soft rush (*Juncus effusus*) can grow in a wide variety of habitats from moorlands to coastlands and are supported by a wide variety of soil types from peaty soils to sandy soils. The presence of *Juncus effusus* is related to high soil moisture content rather than soil type and therefore is not a good indicator of peat(y) soils.
L08	**Construction and Operational Impacts to Potential Annex I Habitat and Peat** The wider hydrological integrity is needed for peat to survive. The proposed attenuation basins on peat will intercept water and direct it away from the wider peat mass. The excavation will also expose and remove deep peat causing the release of emissions. These activities cause further wastage and oxidation of the peat. The physical disturbance and weight of soil/material storage will also cause the lowering of water levels which also threatens the future existence of		N	The Applicant has identified that peat is very limited at the site with no 'wider peat mass' and that there are no peat-dependent habitats on site, such that the majority of the potential impacts discussed by Natural England would not arise. The Applicant does recognise that some peaty soils would be disturbed during construction (as it is not practicable to entirely avoid them), mitigation for which is considered within Chapter 9: Geology and Soils of the Environmental Statement (TR010064/APP/6.1) and Appendix F: Outline Soils Management Plan of the First Iteration Environmental Management Plan (TR010064/APP/6.5). This includes good practice handling methods to reduce damage to soils during construction and the sustainable reuse of topsoil stripped from the footprints of all permanent development. The Outline Soils Management Plan will be developed into the Soils Management Plan as

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	peat. The modification of the peat renders the proposal area and wider landscape difficult, if not impossible to restore in the future. Other impacts include subsidence of the peat, along with severing water supply and causing localised draw down in the water table. Consideration should also be made to the temporary compound and access and its impact on the peat.			part of the Second Iteration Environmental Plan secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
L08	Dust and emissions arising from the scheme may deposit on land considered as Annex I habitat and has the ability to enrich the soils and water, changing the species composition. This impacts the ability for peat to be restored, both on site and within the wider area.		N	The Applicant can confirm that no Annex 1 habitats (those habitats for which one or more Special Area of Conservation is designated) have been identified within 200m of the affected road network or Order Limits and therefore there is no potential to affect Annex 1 habitat through dust and emissions. The Outline Air Quality and Dust Management Plan within the First Iteration Environmental Management Plan (TR010064/APP/6.5) sets out the measures to mitigate dust emissions arising during construction of the Scheme. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
L08	Natural England highly recommends that the attenuation basin is placed within the proposed road loop near Egypt Farm. This would minimise the extent of peat affected and would limit the potential for contaminated discharge, which may harm a wider extent of the peat due to connecting hydrology (ground and surface). We strongly support maximising the extent of peat omitted from the development footprint and highly recommend retaining in situ.		N	The Applicant has identified that peat is very limited within the Order Limits with no 'wider peat mass' and that there are no peat-dependent habitats on site, such that the majority of the potential impacts discussed by Natural England would not arise. The Applicant does recognise that some peaty soils would be disturbed during construction, mitigation for which is considered within Chapter 9: Geology and Soils of the Environmental Statement (TR010064/APP/6.1) and Appendix F: Outline Soils Management Plan of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Soils Management Plan will be developed into the Soils Management Plan as part of the Second Iteration Environmental Management Plan secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant further considers that there is limited potential for peatland restoration. The International Union for Conservation of Nature [1] has stated that areas with a minimum peat depth of 45 cm in fens and 30 cm in bogs are eligible for peatland restoration, with the additional requirement for bogs that areas with peat depths of 30-50 cm shall be part of a restoration *project* contiguous with areas of deeper peat; the restoration *project* would need to demonstrate that the areas with peat of 30-50 cm depth are degrading and are likely to have been deep peat in the past. 75% of survey points on a 100 x 100 m grid would need to have peat depths exceeding the minimum depths of 45 cm for fen and 30 cm for bog. From the available evidence (refer to Chapter 9 Geology and Soils of the Environmental Statement (TR010064/APP/6.1)) it is considered that the area may once have had contiguous areas of peat soils, but due to extensive development and peat humification, most of these soils are heavily degraded to the point that they are no longer classified as peat. The soil survey and ground investigation show isolated pockets of thin peat layers and remnant buried peat that are not contiguous and are unlikely part of a wider hydrological unit; they would therefore be ineligible for restoration according to the IUCN classification. The peaty soils identified are mostly limited to one field, with no exiting peatland in the surrounding land. Pond locations have been optimised in terms of land take and are determined by a combination of the hydraulic modelling of the drainage design, which can be found in

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				Appendix 13.7. Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3), as well as the location of the existing outfalls (watercourses or existing culverts). It is important that the drainage and water from the highway can reach the ponds and outfalls efficiently, without the need for pumping stations which would require increased land take and also increased cost to the Scheme, locating the pond within the loop would not achieve this design requirement.
L08	**Level of Significance** The 25 Year Environment Plan sets out to deliver the sustainable use and management of land including improving soil health, restoring and protecting our peatlands. Peat based habitats are important provisions of food and shelter for wildlife, provide natural flood management, improve water quality and play an integral role in climate regulation. Peatlands are our largest terrestrial carbon store with drained peatlands releasing their carbon store adding greenhouse gases to the atmosphere.		N	The Applicant acknowledges Natural England's position on the 25-year Environment Plan. Chapter 9 Geology and Soils of the Environmental Statement (TR010064/APP/6.1) considers potential impacts on soils, including peat soils. Potential impacts on peatlands from a biodiversity perspective are considered in Chapter 8 Biodiversity, and the potential release of soil carbon from peat is considered in Chapter 15 Climate of the Environmental Statement (TR010064/APP/6.1).
L08	In addition, the 25 Year Environment Plan, the England Peat Action Plan was published in May 2021 and sets out the government's long-term vision for peat management, protection and restoration. This Plan was produced to ensure peatland can continue to provide its wide range of benefits to people, wildlife and climate change. A significant vision outlined within this Plan is that all uses of peatland should keep the peat wet and in the ground. Natural England therefore does not concur with the level of importance assigned to the peat under paragraph 10.8.4. We do not believe the peat is of local significance due to the potential Annex I habitat classification and the valuable ecosystem services it provides. Following these publications, understanding of carbon emissions and loss of wider environmental benefits, Natural England does not support the principle of developing on peat.		N	The Applicant acknowledged in the Preliminary Environmental Information Report (see Annex L of the Consultation Report Appendices (TR010064/APP/5.2) published for statutory consultation that a further assessment of the impacts of the Scheme on peat was required. The assessment set out in Chapter 9 Geology and Soils of the Environmental Statement (TR010064/APP/6.1) has followed the methodology set out in National Highways' Design Manual for Roads and Bridges LA 109 (Geology and Soils) which includes consideration of impacts on peat soils alongside other soil resources, without specific differentiation. The potential value of peat as a mineral resource has been considered within Chapter 10: Materials Assets and Waste of the Environmental Statement (TR010064/APP/6.1), and the potential release of soil carbon from peat has been considered within Chapter 14: Climate of the Environmental Statement (TR010064/APP/6.1). The presence of peat is very limited across the Order Limits and therefore the Applicant considers the development on peat is also limited.
L08	**Mitigating the Impacts to Potential Annex I Habitat and Peat** We are of the opinion that the mitigation hierarchy for peat impacts has not been followed. Paragraph 11.9.13 states prevention, re-use, recycling/recovery/treatment and storage. Natural England believes this should be: avoid development on peat, leave peat in-situ, re-use of peat for restoration projects only and ensure works on and off peat do not compromise the wider peat mass in terms of hydrology connectivity. We believe the only sustainable use of peat is to restore.		N	The Applicant has engaged soil scientists/peat specialists to advise on soil handling and reuse. This has resulted in production of Appendix F: Outline Soils Management Plan of the First Iteration Environmental Management Plan (TR010064/APP/6.5) to ensure that adequate controls are in place to manage peaty soils appropriately. It is considered that the extent of peat is very limited such that this should not be a constraint to the localised tree planting to be provided. The planting mixes will be specified depending on the soil properties. The potential for peatland restoration is considered limited, with no 'wider peat mass' and that there are no peat-dependent habitats on site. The International Union for Conservation of Nature has stated that areas with a minimum peat depth of 45 cm in fens and 30 cm in bogs are eligible for peatland restoration, with the additional requirement for bogs that areas with peat depths of 30-50 cm shall be part of a restoration project contiguous with areas of deeper peat; the restoration project would need to demonstrate that the areas with peat of 30-50 cm depth are degrading and are likely to have been deep peat in the past. 75% of survey points on a 100 x 100 m grid would need to have peat depths exceeding the minimum depths of 45 cm for fen and 30 cm for bog. The Outline Soils Management Plan will be developed into the Soils Management Plan as part of the Second Iteration Environmental

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				Management Plan secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Taking into consideration the baseline conditions i.e. the current conditions, for the Scheme in relation to habitats, it is not anticipated that the Scheme would compromise future peat restoration given that site investigation data (which is provided in Appendix 9.3: Geotechnical Investigation Report of the Environmental Statement Appendices (TR010064/APP/6.3)) have demonstrated that the extent of peat within the Order Limits is limited.
L08	We advise that an appropriately experienced peat specialist is utilised who can advise on, and supervise soil (including peat) handling, including identifying when soils can be handled and how to make the best use of soils on site.		N	The Applicant has engaged soil scientists/peat specialists to advise on soil handling and reuse. This has resulted in production of Appendix F: Outline Soils Management Plan of the First Iteration Environmental Management Plan (TR010064/APP/6.5) to ensure that adequate controls are in place to manage peaty soils appropriately. It is considered that the extent of peat is very limited such that this should not be a constraint to the localised tree planting to be provided. The Outline Soils Management Plan will be developed into the Soils Management Plan as part of the Second Iteration Environmental Plan secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
L08	Natural England is disappointed with the lack of tailored mitigation for impacts to peat-based habitats with species rich grassland, shrubs and trees. There is opportunity to explore alternative land use scenarios that will assist the Greater Manchester City Region in achieving net carbon neutrality by 2038. The DEFRA Greater Manchester Peat Pilot demonstrates that extensive grassland (low intensity grazing and little nutrient enrichment) on peat has been shown to emit 19.02 Total Greenhouse Gases (t CO2-e ha-1 yr-1). Whereas rewetted fen emits 6.37 and rewetted bog is 0.81.		N	Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.3) sets out that, based on the lack of peatland habitats within the Order Limits, it has been assessed that there is no potential for impacts to these habitats. There is also very limited potential for restoration of the isolated pockets of peat and remnant buried peat, and therefore it is not considered that the Scheme would have any potential effect on the ability to restore peatland habitats within the Order Limits. Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) was informed by the impacts on existing habitats (predominantly grassland, woodland, and scrub) as a result of the Scheme. The development of the design has been informed by the use of the biodiversity metric and underlying conditions (i.e., soil type). By using the biodiversity metric, the Applicant has ensured that the range of habitats included within Environmental Masterplan is appropriate to the impacts of the Scheme.
L08	Planting tree species unsuitable for peat soils can change the localised hydrology and the ability for peat and its associated habitats to restore. Apart from wet woodland, priority habitats which occur on peat are normally open habitats and it is inappropriate to establish new woodland on peat or adjacent to peat-based sites.		N	The Applicant has engaged soil scientists/peat specialists to advise on soil handling and reuse. This has resulted in production of Appendix F: Outline Soils Management Plan of the First Iteration Environmental Management Plan (TR010064/APP/6.5) to ensure that adequate controls are in place to manage peaty soils appropriately. It is considered that the extent of peat is very limited such that this should not be a constraint to the localised tree planting to be provided; the planting mixes will be specified cognisant of the soil properties. The Outline Soil Management Plan will be developed into the Soil Management Plan as part of the Second Iteration Environmental Management Plan secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The planting will be managed and maintained to ensure the planted areas and grassland habitats establish as intended, including within areas of peaty soils. Short term landscape maintenance covering the first five years, and longer-term management and maintenance of the planting design, shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2), is included in Appendix N: Outline Landscape and Ecology Management Plan of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Landscape and Ecology Management Plan will be developed into a Landscape and Ecology Management Plan as part of the Second Iteration

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				Environmental Plan secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
L08	Development design should not compromise future rewetting and restoration of the peat deposits. Natural England recommends that mitigation design is tailored and site specific, securing the most appropriate species and habitat creation at the earliest opportunity, noting the proposal for grassland, tree planting and shrubs on-site. Wetland habitats can include wet woodland, wet/marsh grassland mixes, bogland, marsh, fen and reed which would be more appropriate at peat locations		N	The Applicant can confirm as part of the soil and ground investigation surveys undertaken that 'peat soils' have been identified at two soil survey locations and one ground investigation location; 'peat soils' are defined by Natural England as soil which has more than 40cm of peaty textured material within the upper 80cm of the soil profile and organic mineral or peaty textures present within the upper 30cm, as defined by Natural England (Natural England 2008, Soil texture, Technical Information Note TIN037). In the majority of cases where peaty soil textures or 'peat' were identified, organic mineral/peaty topsoils were found overlying mineral or peaty subsoils, with isolated small pockets of remnant buried peat that are not contiguous and are unlikely to be hydraulically connected in a meaningful way for peat restoration. Refer to Chapter 9 Geology and Soils of the Environmental Statement (TR010064/APP/6.1) for more details. Based on the above and the results of the UK Habitats Classification Survey, the Applicant maintains that there are no peat-dependent habitats within the Order Limits. The lack of hydraulic connection between the isolated pockets of peat and with any wider peat body, as well as the lack of an existing peatland seed stock, renders the potential for peatland restoration very limited. Refer to Chapter 9 Geology and Soils and Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1) for more details. Taking into consideration the baseline conditions i.e. the current conditions, for the Scheme in relation to habitats, it is not anticipated that the Scheme will compromise future peat restoration given that site investigation of desk-based data has demonstrated that the extent of peat within the Order Limits, is limited. Further details can be found in Chapter 8: Biodiversity of the Environmental Statement (TR010064/APP/6.1), Chapter 9: Geology and Soils of the Environmental Statement (TR010064/APP/6.1) and Appendix F: Outline Soils Management Plan of the First Iteration Environmental Management Plan (TR010064/APP/6.5). Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has been informed by the anticipated impacts on existing habitats as a result of the Scheme. The Applicant has identified suitable areas, including some areas where peaty soils exist, for wetland habitat. Areas of wet woodland, wetland scrapes with marsh and wet grassland and marginal planting will be created east of the Northern Loop, west of pond 5 and on margins for swales and ponds (see Figure 2.3 Environmental Masterplan of the Environmental Statement (TR010064/APP/6.2).
L08	**Impacts to Soils and Best and Most Versatile Agricultural Land** Based on the information provided within the PEIR (Chapter 10: Geology and Soils), the total permanent land take within the provisional Order Limits is estimated to be 39.71 ha and total temporary land take 18.24 ha (Para 2.4.2). Agricultural Land Classification (ALC) surveys have been undertaken across the majority of the Site based on the original provisional Order Limits. The PEIR states that 'the majority of the soils investigated form an ALC of Subgrade 3b (70%), with the remainder forming Grade 4 (11%), Subgrade 3a (16%) and Grade 2 (2%)', however the ALC report (ADAS 2022) is not provided with the PEIR		N	The Applicant confirms that a detailed breakdown of the land take by Agricultural Land Classification grade has been provided along with the ADAS' soil survey report. Refer to Chapter 9 Geology and Soils of the Environmental Statement for more details (TR010064/APP/6.1).

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L08	The ES should include a detailed breakdown of the land take into permanent and temporary losses for the different types of land use within the proposed development, broken down by ALC by area (ha) and percentage. Natural England request that this information is provided by the applicant in the Environmental Statement (ES). Consideration of land take (permanent and temporary) and the ALC grade(s) of the land take should be considered in the assessment, as well as the potential impact on the soil resource. Paragraph 10.10.3 incorrectly states that ALC Subgrade 3b is BMV.		N	The Applicant can confirm that a detailed breakdown of the land take by Agricultural Land Classification grade along with the ADAS soil survey report is provided and can be found in Chapter 9 Geology and Soils of the Environmental Statement (TR010064/APP/6.1).
L08	No methodology of the ALC survey is provided, nor any survey data. The ALC and soil resource survey should normally be at a detailed level, e.g., one auger boring per hectare, supported by pits dug in each main soil type to confirm the physical characteristics of the full depth of the soil resource, i.e., 1.2 metres. A soil resource survey can utilise the soil data collected as part of a detailed ALC survey, so it is sensible to undertake both surveys in tandem at an early stage to save time and resource. A soil resource survey may require some limited extra data collection, for example for soil pH and nutrient analysis, to inform the most suitable habitat the soils can support in habitat restoration and creation areas (Chapter 9: Biodiversity).		N	A combined agricultural land classification and soil resource survey of the Scheme was undertaken in 2021, conforming to an observation density of approximately 1 per hectare, with topsoil and subsoil samples taken for laboratory analyses at a rate of approximately 1 per 2 hectares; the data collected are considered sufficient. Details of the methodology and the survey data can be found in Chapter 9 Geology and Soils of the Environmental Statement (TR010064/APP/6.1).
L08	The scheme sets out the intention to utilise the DMRB LA109 EIA assessment methodology, which appropriately applies to the assessment of road developments. The consideration of the wider soil functions is suggested in Para 10.7.19 'Soils may also be of importance in supporting sites of ecological importance; thus, a high-level review of soil types has been undertaken'. The assessment should make reference to the IEMA guidance 'A New Perspective on Land and Soil in Environmental Impact Assessment' (IEMA, 2022), which expands on the LA109 assessment methodology to consider the wider potential impacts on the soil resource (Section 10.4). Consideration of the potential impact on the carbon storage function, particularly with regards to the peat, could usefully be made through cross referencing to Chapter 15: Climate assessment for the Proposed Scheme		N	The Applicant can confirm that the methodology within National Highways' Design Manual for Roads and Bridges LA 109 (Geology and Soils) has been followed for the environmental impact assessment of this Scheme. This is the established guidance for National Highways' schemes, rather than the Institute of Environmental Management and Assessment guidance mentioned. The pattern of Agricultural Land Classification grades will be taken into account within the assessment of effects, but this does not mean that the highest receptor value (very high for Grade 2) will be applied to the entire extent of land take as Grade 2 soils are only present in one limited area. Refer to Chapter 9 Geology and Soils of the Environmental Statement (TR010064/APP/6.1) for details. The potential release of soil carbon from peat is considered in Chapter 14: Climate of this Environmental Statement (TR010064/APP/6.1).
L08	Natural England agree with the scoped in potential effects as presented in Para 10.8.2. Whilst we broadly agree with the EIA assessment methodology, the significance of assessment should take account of the pattern of grades on a site so that the highest significance value for the agricultural land receptor is that which is then applied to the land subject to permanent and temporary land take as a whole. The ES should clearly demonstrate how the master planning has considered the ALC grades and avoided BMV and sensitive soils (including peat) where possible.		N	LA 109 Geology and Soils of National Highways' Design Manual for Roads and Bridges is the established guidance for National Highways' schemes and was followed for the environmental impact assessment of this Scheme. This is the established guidance for National' Highways' schemes, rather than the Institute of Environmental Management and Assessment guidance mentioned. The pattern of Agricultural Land Classification grades has been taken into account within the assessment of effects, but the highest receptor value (very high for Grade 2) has not been applied to the entire extent of land take as Grade 2 soils are only present in one limited area. Refer to Chapter 9 Geology and Soils of the Environmental Statement (TR010064/APP/6.1) for details. Chapter 2: The Scheme and Chapter 3: Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1) includes information on how the design of the Scheme has evolved to reduce land-take where practicable, thereby avoiding potential impacts on the best most versatile land and sensitive soils.

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L08	No soil resource should be disposed of off-site (Para 10.8.4). The waste hierarchy should be followed. Where possible, the soils, including peat, should be avoided, retained in-situ, or re-used on site. If this is not possible, their re-use off-site should be secured during the planning stages.		N	The need to consider the waste hierarchy has been specified, alongside other duty of care requirements, as essential mitigation in Section 10.9 of Environmental Statement Chapter 10: Material Assets and Waste (TR010064/APP/6.1). Where practicable, any excavated materials (including soil and peat / peaty strata), would be avoided, retained in-situ, or reused on site. Where this is not practicable, off-site reuse, recycling or recovery would be secured during the detailed design of the Scheme, and disposal to landfill would only be considered as a last resort. The Waste hierarchy will be followed as outlined in section 10.9 of Chapter 10: Material Assets and Waste of the Environmental Statement (TR010064/APP/6.1). Further details on this can be found in Appendix F Outline Soils Management Plan of the First Iteration Environmental Management Plan (TR010064/APP/6.5). This has been prepared in accordance with the Construction Code of Practice for the Sustainable Use of Soils on Construction Sites (Department for Environment, Food & Rural Affairs, 2009) and will include the information suggested by Natural England insofar as practicable at the time of writing, with gaps identified as required to be addressed during further design development. The Outline Soils Management Plan will be developed into the Soils Management Plan as part of the Second Iteration Environmental Management Plan secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). In order to promote sustainable reuse of soil and other geological arisings within the Scheme, an Outline Materials Management Plan has also been prepared in line with the protocols within the CL:AIRE Definition of Waste (2011) guidance so that excavated materials are reused appropriately and sustainably. The Outline Materials Management Plan can be found in Appendix G of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Materials Management Plan will be developed into the Materials Management Plan as part of the Second Iteration Environmental Management Plan secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
L08	The proposed embedded mitigation measures are welcomed (Paras 10.8.6 and 10.9.3). These should be secured through the preparation of a Soil Management Plan in line with the Defra Construction Code of Practice, informed through the detailed soil and ALC survey and presented with the Environmental Statement.		N	The Applicant has produced an Outline Soils Management Plan which can be found at Appendix F of the First Iteration Environmental Management Plan (TR010064/APP/6.5) and has been prepared in accordance with the Construction Code of Practice for the Sustainable Use of Soils on Construction Sites (Department for Environment, Food & Rural Affairs, 2009). This plan includes the information suggested by Natural England insofar as practicable at application, with gaps identified as required to be addressed during detailed design development. The Outline Soils Management Plan will be developed into the Soils Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
L08	It is expected to include: a detailed specification of the top and subsoil types existing on site informed through a detailed soil resource survey, a site working strategy and soil balance, including the type and volume of each soil type to be stripped and stockpiled, including the location of soil storage, how site master-planning and layout/design demonstrates best use of the available soils, habitat specification/design based on topsoil and subsoil types, soil protection, stripping, storage, handling, amelioration and placement to		N	The Applicant has produced an Outline Soils Management Plan which can be found at Appendix F of the First Iteration Environmental Management Plan (TR010064/APP/6.5) and has been prepared in accordance with the Construction Code of Practice for the Sustainable Use of Soils on Construction Sites (Department for Environment, Food & Rural Affairs, 2009). This plan includes the information suggested by Natural England insofar as practicable at application, with gaps identified as required to be addressed during detailed design development. The Outline Soils Management Plan will be developed into the Soils Management Plan as part of the Second Iteration Environmental Management Plan for

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	ensure it is fit for purpose and minimises adverse impacts on ecosystem service provision, secured beneficial soil re-use, restoration or reinstatement specification and an aftercare plan.			implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
L08	**Impacts to Ancient Woodland and Ancient/Veteran Trees.** Natural England does not support the removal of ancient woodland and believes the proposal should follow the mitigation hierarchy. Paragraph 180 of the NPPF sets out the highest level of protection for irreplaceable habitats such as ancient woodland. We are aware that the design stage has not yet been finalised but would support options which cause the least destruction or damage. Natural England encourages a full assessment of impacts to include drainage, discharges (flow, depth and chemistry) and operational use of the scheme including air quality changes at each location of ancient woodland and for any associated planting.		Y	The Applicant can confirm that, following the statutory consultation held between 15 February and 28 March 2023, Pond 6 has been removed from the Scheme design and there will no longer be a requirement for working within Philips Park or the Whitefield area. Therefore, no removal or impacts to the ancient woodland (or its buffer) are expected as a result of the Scheme. Further details can be found in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
L08	Early considerations should include tailored location of tree planting and species type. Natural England does not support tree planting on deep peat. We would encourage the planting of a tree line or other dense woodland buffer which could intercept any potential pollution before reaching areas of ancient woodland. Natural England support a management plan including defining planting seasons and targeting invasive species. We would be keen to discuss impacts and mitigation for ancient woodland further to ensure the final biodiversity net gain design compliments all habitats.		N	The Applicant has engaged soil scientists/peat specialists to advise on soil handling and reuse. This has resulted in production of an Outline Soils Management Plan which can be found at Appendix F of the First Iteration Environmental Management Plan (TR010064/APP/6.5) to ensure that adequate controls are in place to manage peaty soils appropriately. It is considered that the extent of peat is very limited such that this should not be a constraint to the localised tree planting; the planting mixes will be specified cognisant of the soil properties. The Outline Soils Management Plan will be developed in the Soils Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The planting will be managed to ensure the planted areas and grassland habitats establish as intended. Short term landscape maintenance covering the first 5 years, and longer-term management and maintenance of the planting design, shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2), is included in Appendix N: Outline Landscape and Ecology Management Plan of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Landscape and Ecology Plan will be developed into a Landscape and Ecology Plan as part of the Second Iteration Environmental Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Invasive species will be managed by the Applicant where there is an operational requirement or a legal requirement in accordance with Appendix E Outline Invasive Species Management Plan of the First Iteration Environmental Management Plan (TR010064/APP/3.1). The Outline Invasive Species Management Plan will be developed into the Invasive Species Management Plan as part of the Second Iteration Environmental Management Plan and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant can confirm that, following the statutory consultation held between 15 February and 28 March 2023, Pond 6 has been removed from the Scheme design and there will no longer be a requirement for working within Philips Park or the Whitefield area. Therefore, no removal or impacts to the ancient woodland (or its buffer) are expected as a result of the Scheme and therefore the Biodiversity Net Gain design is not relevant to this

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				habitat type. Further details can be found in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
L08	**Biodiversity Net Gain** Development should provide net gains for biodiversity in line with the NPPF paragraphs 174(d), 179 and 180. Development also provides opportunities to secure wider environmental gains, as outlined in the NPPF (paragraphs 8, 73, 104, 120,174, 175 and 180). We recommend that the scheme is strengthened with respect to biodiversity net gain (BNG) to ensure it is in line with the Environment Act 2021, with more information here. Biodiversity net gain does not replace existing legal or licensing habitat or species requirements and should not be applied to compensate for impacts on irreplaceable habitat features.		N	The Applicant has used Department for Environment, Food & Rural Affairs Metric 3.1 to calculate Biodiversity Net Gain for the Scheme. The Scheme is predicting a gain of 3.68% for habitats, 58.50% for hedgerows. Further details can be found in Appendix 8.12: Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3). The Biodiversity Net Gain assessment has been undertaken in addition to any licencing requirements for protected species. There are no impacts to irreplaceable habitats as a result of the Scheme. Further details can be found in Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1).
L08	Net gain outcomes can be achieved on site, off-site or through a combination of both on and offsite delivery. Initial focus should be on securing on-site delivery. All net gains should be provided through the restoration, enhancement, or creation of new habitats. We are aware that a separate report containing details of the biodiversity losses and gains will be provided with the DCO application, with the scheme aiming to achieve no net loss of biodiversity (with an aspiration to provide a net gain), this is welcomed by Natural England. It is noted in Table 9.1 of the PEIR that BNG calculations of habitat losses and compensation will be undertaken using the most recent biodiversity Metric (currently Biodiversity Metric Version 3.1, although Version 4.0 is due to be released imminently).		N	The Applicant can confirm that Biodiversity Net Gain (3.68% for habitats, 58.50% for hedgerows and 0% for rivers and streams) would be achieved on site through restoration of habitats temporarily lost to enable construction of the Scheme, through enhancement of retained woodland and grassland and through creation of new habitats as shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2). A Biodiversity Net Gain Report is included at Appendix 8.12 of the Environmental Statement Appendices (TR010064/APP/6.3). Biodiversity Net Gain calculations have been undertaken using Metric 3.1 as that was the current version of the metric at the time the Biodiversity Net Gain was first assessed for the Scheme. Natural England have confirmed in an email to the Applicant (dated 1 November 2023) that this approach is satisfactory.
L08	Ecosystem service benefits are not included within a biodiversity net gain approach. By maximising ecosystem service benefits, alongside a wider range of environmental factors, a project can move beyond biodiversity net gain to environmental net gain. The Environmental Benefits from Nature Tool works with the Biodiversity Metric and helps projects highlight changes in ecosystem service values when delivering biodiversity net gain. You may also find the Greater Manchester Combined Authority (GMCA) Biodiversity Net Gain Guidance helpful. Please note that the % net gain figure differs to that which is currently in the Environmental Act. This would assist action towards the biodiversity emergency declared by Greater Manchester in March 2022.		N	The Applicant notes the comments made by Natural England with respect to environmental net gain and Greater Manchester Combined Authority Biodiversity Net Gain Guidance. The Biodiversity Net Gain assessment presented within Appendix 8.12 of the Environmental Statement Appendices (TR010064/APP/6.3) is consistent with the approach outlined within the Greater Manchester Combined Authority Biodiversity Net Gain Guidance, although the Applicant notes the guidance requires 10% *minimum* net gain. The Applicant has sought to maximise biodiversity delivery within the design of the Scheme. The predicted net gain of 3.68% for habitats and 58.50% for hedgerows would assist action towards the biodiversity emergency declared by Greater Manchester in March 2022.
L08	**Local Nature Recovery Strategy and Biodiversity Net Gain** Biodiversity net gain helps deliver wider aspirations for on-site strategic green infrastructure and is a key delivery mechanism for the Nature Recovery Network and the government's aspirations towards Local Nature Recovery Strategies (LNRS). Therefore, when delivering		N	No off-site habitat creation is proposed by the Applicant as all of the habitat creation will be delivered within the Order Limits.

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	net gain off-site locally, proposals should be guided by the relevant local plan or strategic policy and strategies.			
L08	The scheme is within a Prototype Greater Manchester Local Nature Recovery Strategy for Greater Manchester. It informs the preferences for habitat types as shown on GM's Odin Portal. The main types of habitat have been agreed through consultation include grassland, lowland wetland and some tree planting. The Prototype LNRS document on pages 95 to 98 clearly outline the desired outcomes and high to medium priority levels. Where the BNG Metric is used to inform the design of habitats, it should be noted that identification of sites within an LNRS as 'opportunity sites' is reflected as a 1.15 uplift for strategic significance where the Metric references 'Formally identified in local strategy'.		N	The Applicant notes the comments made by Natural England with respect to the Prototype Greater Manchester Local Nature Recovery Strategy for Greater Manchester. A stated within Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3) any area which is not considered sealed surface or residential garden has been allocated a value of 'Formally identified in local strategy'. This is due to the application of the freely accessible Greater Manchester Council Map (2023) which identifies any areas which are not currently in residential use or allocated as parks as having potential for ecological enhancement, as shown under the 'Local Nature Recovery Strategy Opportunities' layer. As specific areas have been identified within local policy as having potential for ecological improvement the location is considered strategically significant. The Urban habitats, garden, and sealed surfaces have been allocated a value of 'Area/compensation not in local strategy/no local strategy'.
L08	**Connecting People With Nature** Paragraphs 100 and 174 of the NPPF highlight the important of public rights of way and access. The scheme should consider potential impacts on access land, common land and rights of way. Natural England encourages measures to help improve people's access to the natural environment. Measures such as reinstating existing footpaths together with the creation of new footpaths and bridleways should be considered. Links to other green networks and urban fringe areas should also be explored to help promote the creation of wider green infrastructure. Relevant aspects of local authority green infrastructure strategies should be delivered where appropriate.		N	The Applicant confirms the Scheme includes reprovisioning of public rights of way affected by construction works. In the case of two footpaths, south and west of junction 18 (28aPRE and 29aPRE), which the Applicant understands are currently rarely used, the Scheme includes provision for linking these within an area of ecological mitigation. This would support access to the natural environment north of Heaton Park. Further details can be found on the Streets and Rights of Way Access Plan (TR010064/APP/2.5).
L08	**Impacts to Protected Species** The following European protected species may be affected by the proposed project through direct mortality, loss of habitat, degradation of habitat, disturbance and fragmentation of habitat: great crested newt, bats and otters. Other nationally protected species which be affected are badgers, breeding birds, overwintering birds and barn owl. The scheme must ensure that activities that require a protected species license do not take place until Natural England has been consulted and a scheme of protection and mitigation measures has been submitted to and approved by Natural England. Habitat mitigation and enhancement must be tailored and bespoke to the species and habitats present. Please note, should a Letter of No Impediment (LONI) be required, this is a chargeable element of work under our Discretionary Advice		N	The Applicant is aware that no construction activities can take place until required protected species licences have been approved by Natural England. The Applicant is engaging with Natural England to secure a 'Letter of No Impediment' with respect to Appendix 8.14 Draft Badger Licence of the Environmental Statement Appendices (TR010064/APP/6.3) and will submit a final badger licence for the approval of Natural England upon grant of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has also secured a countersigned Impact Assessment and Conservation Payment Certificate with respect to a District Level Licence for great crested newts. The Impact Assessment and Conservation Payment Certificate confirms that the Scheme is 1) suitable for district level licensing, 2) meets the 'favourable conservation status' test in the Habitats Regulations 2019, and 3) will compensate for any impacts on great crested newts by a conservation payment. No other wildlife licences are required based on the baseline data used to inform the Environmental Statement (TR010064/APP/6.1) however this will be reassessed following the completion of preconstruction surveys. Further details are available in the Consents and Agreements Position Statement (TR010064/APP/3.3).

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	Service. We are aware that there has been previous engagement with District Level Licensing and encourage further discussions.			
L08	**Impacts to Other valuable and Sensitive Habitats, Species, Landscapes and Access** There are opportunities to enhance local sites and improve their connectivity. This can complement BNG measures and connecting people with nature. Natural England does not hold locally specific information on local sites. Priority habitats and Species are of particular importance for nature conservation and included in the England Biodiversity List published under section 41 of the Natural Environment and Rural Communities Act 2006. We note that other notable species which may be affected by the scheme include invertebrates, brown hare, common toad, marsh orchid, hedgehog and water shrew which may require further mitigation and enhancement.		N	The Applicant confirms the landscape design shown on Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) aims to maximise connectivity of habitats across the landscape. The environment design shown on Figure 2.3 incorporates a network of habitat areas such as species rich grassland with wet woodland, areas of trees and shrubs and hedgerows and lines of trees to link with retained woodland and existing hedgerows where possible. Areas around ponds include diverse habitat types to complement and link with adjacent existing habitats. Impacts to notable species, such as those listed on Section 41 of the Natural Environment and Rural Communities Act 2006 have been assessed with Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1). The assessment concludes no significant adverse impacts on notable species (or other biodiversity receptors) during construction and operation of the Scheme.
L08	**Discretionary Advice Service** Should the applicant wish to discuss the further information required and scope for mitigation with Natural England, we would be happy to provide advice through our Discretionary Advice Service.		N	The Applicant, under an agreement with Natural England through the Discretionary Advice Service, has had discussions in relation to information required to support the assessment within the Environmental Statement (TR010064/APP/6.1) and the scope of mitigation to be provided. The extent of agreement on topic areas will be set out in a Statement of Common Ground which will be submitted to the Examining Authority during the course of the examination into the application for development consent.
L08	Thank you for allowing the time for Natural England to comment on the scheme. We look forward to being informed as to the progress of this application. Natural England would welcome further comment and involvement.		N	The Applicant has continued to engage with Natural England as the Scheme design has progressed. Further details on this engagement can be found in Chapter 3 of the Consultation Report (TR010064/APP/5.1).
E134	NATIONAL HIGHWAYS M60/M62/M66 SIMISTER ISLAND INTERCHANGE PROJECT - M60/M62/M66 SIMISTER ISLAND INTERCHANGE Thank you for inviting comments from the Environment Agency regarding the above National Highways M60/M62/M66 Simister Island Interchange. We would wish to make the following comments.	The Environment Agency	N	The Applicant acknowledges the Environment Agency's response.
E134	**Flood Risk** There are several receptors for surface water discharges. Many of these watercourses appear relatively minor in nature and their ability to receive additional volumes of run-off will need to be assessed as part of a detailed flood risk assessment. The Lead Local Flood Authority should also be consulted in relation to the proposed drainage arrangements. The LLFA may be able to provide information on the watercourse receptors that are classified as "ordinary watercourse".		N	The Applicant acknowledges the comments raised. These concerns have been assessed in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1) and is supported by Appendix 13.6 Flood Risk Assessment and Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The Scheme, for the most part, comprises of modifications to the existing highway alignment. Where an existing outfall will be used the discharge rate is based on the existing discharge rates as established in a drainage model. Where the discharge is to a new outfall, the discharge is limited to the greenfield runoff rate or 2l/s/ha whichever is higher. In order to restrict flows at outfalls at these rates, attenuation is provided in the design through the use of ponds, oversized pipes, filter trenches or swales. Full details can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3).

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				The Flood Risk Assessment (see Appendix 13.6 of the Environmental Statement Appendices (TR010064/APP/6.3)) undertaken has considered the potential for the Scheme to impact flooding. The assessment concluded that the risk to Ordinary Watercourses from fluvial flood risk and surface water drainage is low. The Applicant has engaged with Bury Metropolitan Borough Council as the Lead Local Flood Authority during the development of the Scheme design.
E134	The nearest main river watercourses to the junction are Castle Brook to the north-east of the junction and Whitefield Brook between Derwent Ave and the eastbound approach carriageway. Any works that would impact on these watercourses may require a flood risk activity permit which is separate to and in addition to any planning permission granted.		N	The Applicant is aware of the permitting arrangements required to be in place when working in or in close proximity to main river watercourses. Further details of the expected permitting arrangement required for the Scheme can be found in Appendix A of the Consents and Agreements Position Statement (TR010064/APP/3.3). The same consideration applies when dealing with Ordinary Watercourses and the need to apply for necessary permits and licences under the Land Drainage Act. Further details on the expected permits and licences required for the Scheme can be found in Appendix A of the Consents and Agreements Position Statement (TR010064/APP/3.3).
E134	**Biodiversity** Any ecological and water quality issues associated with the scheme will be fully assessed through identified WFD assessment (App 14.1), and with embedded mitigation (9.9.7) including adoption of multifunctional SUDs solutions and creation of seven new attenuation storage ponds with pollution containment aspects integrated into design before discharging to adjoining River Irwell, Roch and Irk tributaries (2.4.19).		N	The Applicant confirms that the ecological and water quality issues in relation to the Scheme are assessed in Appendix 13.1 Water Framework Directive Compliance Assessment of the Environmental Statement Appendices (TR010064/APP/6.3). The Water Framework Directive Compliance Assessment (see Appendix 13.1 of the Environmental Statement Appendices (TR010064/APP/6.3)) has been prepared to comply with the requirements of the Water Environment (Water Framework Directive) (England and Wales) Regulations 2017. The assessment determines whether the activities associated with the Scheme would cause deterioration in the status of surface waterbodies and/or groundwater bodies. The assessment concludes that the impacts of the Scheme are unlikely to lead to deterioration in classification of Water Framework Directive status or prevent the water quality elements from achieving good classification or achieving their river basin management plan objectives. The water quality assessment considers the drainage design elements and how those elements provide water quality treatment. Further details can be found in Chapter 13 Road drainage and the water environment of the Environmental Statement (TR010064/APP/6.1) and Appendix 13.2: Water Quality Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). The outcome of the assessment indicates that the discharges are below Environmental Quality Standard thresholds. Assessments have been undertaken using the Applicant's assessment tool, Highways England Water Risk Assessment Tool to determine water quality impacts arising from routine highways runoff.
E134	**Groundwater** Various options are proposed as a final design and the Northern Loop configuration is now the preferred option. The Northern loop option has a new loop structure to link the Eastern bound M60 with the southern bound M60 as well as widening of the junctions and new free-flow links between the M60 Northbound and westbound. The site is split in two by an unnamed fault at the centre of the site splitting the "northern loop" area to the north with the associated		N	The Applicant notes the comment raised.

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	lagoon and the southern area which represent the new motorway junction cuttings.			
E134	**Northern Area** The drift geology in this area consists of Till Devensian – Diamicton classed as a secondary (undifferentiated) aquifer and Peat deposits underlain by Pennine Middle Coal Measures - Mudstone, Siltstone and Sandstone. Classed as a Secondary A aquifer. We have no information on the groundwater levels on the site, however we do not expect shallow groundwater to be present at the site, the BGS mapping and modelling suggests that around 30m of superficial drift soils will be present before bedrock is reached in this area. The glacial Till deposits are classed as a secondary (undifferentiated) aquifer this has been assigned in cases where it has not been possible to attribute either category A or B to a rock type. In the case of glacial Tills in this area we are aware that sand bands may exist which can provide a source of water. We have no specific information about this at the site however site investigation should be completed to ascertain whether sand bands which may store water exist.		N	The Applicant confirms that a programme of ground investigations has been carried out across the Scheme. The findings from the ground investigation have been utilised in characterising the baseline conditions across the Scheme. Full details can be found in Appendix 9.3 Ground Investigation Report of the Environmental Statement Appendices (TR010064/APP/6.3). Ground Investigation has been undertaken and the presence of granular glacial till has been confirmed (see Section 5.2.18 of Appendix 9.3 Ground Investigation Report of the Environmental Statement Appendices (TR010064/APP/6.3)). An assessment of groundwater monitoring data has concluded that there is no defined groundwater table across the site and that perched groundwater systems within the granular glacial till are isolated between cohesive glacial till. See Section 6.3 of the Appendix 9.3 Ground Investigation Report of the Environmental Statement Appendices for a controlled waters risk assessment of the risks posed by contamination.
E134	**Southern area** The southern half of the site which will be developed by new road connections bypassing junction 18 of the M60, is underlain again by the glacial Till deposits which are classed as a secondary (undifferentiated) again where sand bands may exist which may be Secondary A or B aquifers. Glaciofluvial Ice Contact Deposits, Devensian - Sand and Gravel and Peat deposits are also present in this area. These are both classed as Secondary A Aquifers. The bedrock in this area is mapped as Chester formation – Sandstone. This is classed as a Principal aquifer. No site investigation has yet been completed at the site since the plans are still in development. A site investigation is planned, and this should provide further information on the risks to the environment with respect to groundwater. The current plans show that no infiltration is going to groundwater however there is potential for this to change in the future. We would expect a minimum of a Desk study in line with LCRM guidance to be submitted with any application.		N	The Applicant confirms that a programme of ground investigations has been carried out across the Scheme. The findings from the ground investigation have been utilised in characterising the baseline conditions across the Scheme. Full details can be found in Appendix 9.3 Ground Investigation Report of the Environmental Statement Appendices (TR010064/APP/6.3). The Chester Formation has not been proven and is at depths greater than 25mbgl. The thickness of the overlying superficial deposits is likely to prevent or significantly reduce vertical migration of dissolved phase leachable contaminants and contaminated groundwater. A contamination risk assessment of the impacts of contamination of controlled waters using ground investigation results has been completed and can be found in Section 6.3 Appendix 9.3 Ground Investigation Report of the Environmental Statement Appendices (TR010064/APP/6.3).
E134	If Temporary dewatering is required as part of the construction on the site: • Dewatering is the removal/abstraction of water (predominantly, but not confined to, groundwater) to locally lower water levels near the excavation. This can allow operations to take place, such as mining, quarrying, building, engineering works or other operations, whether underground or on the surface. • Any dewatering activities on-site could have an impact upon local wells, water supplies and/or nearby watercourses and environmental interests. This activity was previously exempt from requiring an		N	The Applicant confirms that dewatering requirements can be found in Section 9.6 of Appendix 9.3 Ground Investigation Report of the Environmental Statement (Appendices (TR010064/APP/6.3). The Applicant acknowledges the abstraction licence and permitting requirements in relation to any dewatering activities. and that all necessary licences and permits will be in place prior to the start of construction. Further details of the expected permits and licences required for the Scheme can be found at Appendix A of the Consents and Agreements Position Statement (TR010064/APP/3.3).

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	abstraction licence. Since 1 January 2018, most cases of new planned dewatering operations above 20 cubic metres a day will require a water abstraction licence from us prior to the commencement of dewatering activities at the site.			
E134	A remediation strategy to deal with the risks associated with contamination of the site in respect of the development, should be undertaken. This strategy will include the following components: 1. A preliminary risk assessment which has identified: • all previous uses • potential contaminants associated with those uses • a conceptual model of the site indicating sources, pathways and receptors • potentially unacceptable risks arising from contamination at the site 1. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off- site. 2. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. 3. A verification plan providing details of the data that will be collected to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.		N	The Applicant confirms that a summary of the contaminated land risk assessment can be found in Section 9.7 of Chapter 9 Geology and Soils of the Environmental Statement (TR010064/APP/6.1). The full risk assessment can be found in Section 6 of Appendix 9.3 Ground Investigation Report of the Environmental Statement Appendices (TR010064/APP/6.3). The assessment confirms no remediation strategy is required but construction methods to prevent the spread of contamination including asbestos in soils and ground gases can be found in the Outline Contaminated Land Management Plan at Appendix J of the First Iteration Environmental Management Plan (TR010064/APP/6.5) and Lines 3-5 of the Geotechnical Risk Register at section 7 of Appendix 9.3 Ground Investigation Report of the Environmental Statement Appendices (TR010064/APP/6.3). The Outline Contaminated Land Management Plan will be developed into the Contaminated Land Management Plan as part of the Second Iteration Environmental Management Plan and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
E134	To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 170 of the National Planning Policy Framework.		N	The Applicant confirms that a contaminated land-controlled waters risk assessment has been undertaken and is summarised in Section 9.7 of Chapter 9 Geology and Soils of the Environmental Statement (TR010064/APP/6.1) and can be found in full in Section 9 of Appendix 9.3 Ground Investigation Report of the Environmental Statement Appendices (TR010064/APP/6.3). In summary, the risk assessment did not raise any significant issues and no remediation is required in this regard as part of the Scheme. The drainage design has been developed on the basis that all attenuation ponds will be lined, and linear drainage features will be sealed. Full details can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). As part of the design development there are no discharges to ground as part of the Scheme's permanent drainage design. The assessment concludes that there are no unacceptable risks from water pollution during the operation of the Scheme.
E134	If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.		N	The Applicant has submitted an Outline Contaminated Land Management Plan at Appendix J of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which sets out the measures to prevent land contamination during construction of the Scheme. These measures are included within Section 9.7 of Appendix 9.3 Ground Investigation Report of the Environmental Statement Appendices (TR010064/APP/6.3).

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				The Outline Contaminated Land Management Plan will be developed into the Contaminated Land Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010065/APP/3.1).
E134	**SuDS Infiltration of surface water into ground** No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details. To ensure that the development does not contribute to and is not put at unacceptable. risk from or adversely affected by unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 170 of the National Planning Policy Framework.		N	The Applicant confirms that the drainage design has been developed on the basis that all attenuation ponds will be lined, and linear drainage features will be sealed. Full details can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). Therefore, there would be no discharges to ground as part of the Scheme's permanent drainage design.
E134	**Waste on-site** The CL:AIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether excavated material arising from site during remediation and/or land development works is waste or has ceased to be waste. Under the Code of Practice: • excavated materials that are recovered via a treatment operation can be reused on-site providing they are treated to a standard such that they are fit for purpose and unlikely to cause pollution • treated materials can be transferred between sites as part of a hub and cluster project • some naturally occurring clean material can be transferred directly between sites Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on-site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays. We recommend that developers should refer to: • the position statement on the Definition of Waste: Development Industry Code of Practice • The waste management page on GOV.UK		N	Waste would be managed in accordance with the legislative and policy framework set out in Section 10.3 of Chapter 10: Material Assets and Waste of the Environmental Statement (TR010064/APP/6.1). The Applicant can confirm that the CL:AIRE Definition of Waste: Development Industry Code of Practice principles would be used to determine on a site specific basis whether excavated materials are classified as waste or not; and determine when treated excavated waste can cease to be waste for a particular use. Further consideration of the CL:AIRE Code of Practice is made in Chapter 9: Geology and Soils of the Environmental Statement (TR010064/APP/6.1); and Appendix G: Outline Materials Management Plan of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Materials Management Plan will be developed into the Materials Management Plan as part of the Second Iteration Environmental Management Plan secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The consideration of the CL:AIRE Code of Practice, in the aforementioned documents, has been inherently informed by the Environment Agency's (2011) Position Statement (PS 006) on the Definition of Waste: Development Industry Code of Practice (V2) issued March 2011. The permitting status of any on-site operations is set out in Appendix A of the Consents and Agreements Position Statement (TR010064/APP/3.3). The Applicant can confirm that the waste management page on GOV.UK has informed the approach taken for the aspect assessment undertaken in Chapter 10: Material Assets and Waste of the Environmental Statement (TR010064/APP/6.1).
E134	**Waste to be taken off-site** Contaminated soil that is (or must be) disposed of is waste. Therefore, its handling, transport, treatment, and disposal are subject to waste management legislation, which includes:		N	The Applicant confirms waste will be managed in accordance with the legislative and policy framework set out in Section 10.3 of Chapter 10: Material Assets and Waste of the Environmental Statement (TR010064/APP/6.1). This includes all statute that has been identified by the Environment Agency in its response.

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	• Duty of Care Regulations 1991 • Hazardous Waste (England and Wales) Regulations 2005 • Environmental Permitting (England and Wales) Regulations 2016 • The Waste (England and Wales) Regulations 2011 Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays. If the total quantity of hazardous waste material produced or taken off-site is 500kg or greater in any 12-month period, the developer will need to register with us as a hazardous waste producer.			The permitting status of any on-site operations is set out by the Applicant in Appendix A of the Consents and Agreements Position Statement (TR010064/APP/3.3). The Applicant understands the need for waste producers to register their premises as a hazardous waste producer was withdrawn on the 1 April 2016. This requirement, which stems from the Hazardous Waste (England and Wales) Regulations 2005 (as amended), therefore no longer applies.
E112	Transport for Greater Manchester (TfGM) is the local government body responsible for delivering Greater Manchester's transport strategy and commitments. We deliver the transport policies set by the Greater Manchester Mayor and the Greater Manchester Combined Authority. Improvements to the M60/M62/M66 interchange at Simister aligns with the Greater Manchester Transport Strategy 2040 (GMTS 2040) policy objectives, which "aims to contribute to delivering sustainable economic growth, improve quality of life and protect the environment". The Simister Interchange scheme is expressly identified on page 92 of GMTS 2040 as part of the suite of planned investment in Greater Manchester's Strategic Road Network which is described as key to the delivery of a more reliable northern highways network.	Transport for Greater Manchester	N	The Applicant acknowledges Transport for Greater Manchester's responsibilities.
E112	We note the importance of this section of motorway for trips that originate and / or have their destination outside Greater Manchester. GMTS 2040 recognises that given the dispersed nature of such trips, they are more difficult to replace with public transport, and are of a length distance whereby Active Travel is unlikely to be a realistic alternative. This is recognised in the 'Right Mix' targets contained within the strategy, where the share envisaged for active modes and public transport is highest for trips to and from the city centre and town centres, with the target for interregional trips being lower.		N	The Applicant acknowledges the comments raised.
E112	The scheme is a crucial foundation for, and forerunner of, significant investment in the transport network that will be needed to support Atom Valley (formerly the North – East Growth Corridor) GM Growth Location and in particular development at the nationally significant Northern Gateway, situated to the north-east of Simister Interchange, part of the wider Atom Valley initiative across Bury, Rochdale and Oldham. The Northern Gateway site is of a transformative scale, set out in the Places for Everyone: The Joint Development Plan of Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford,		N	The Applicant acknowledges the importance of the Scheme in relation to the transport network needed to support the Atom Valley initiative.

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	Wigan. This development opportunity will deliver a better distribution of growth across Greater Manchester to help balance our economy. Consistent with the Places for Everyone Statement of Common Ground (PfE SOCG) between National Highways, GMCA and respective local authorities, TfGM is keen to work closely with National Highways on this issue.			
E112	GMTS 2040 notes in relation to the Northern Gateway, the pressing need to improve the reliability of the M60/M62, improve the operation of Simister Island, improve access to/from motorway junctions (particularly at J3 of the M66, and J19 of the M60), and create new sustainable transport links to connect the area into adjacent residential areas and town centres as well as to the wider public transport network. These requirements have also been highlighted in the SRN analyses undertaken by GMCA and TfGM in liaison with National Highways, in support of the Places for Everyone plan.		N	The Applicant acknowledges Transport for Greater Manchester's support for the Scheme and the need for improving the reliability of the M60/M62/M66 to support the Northern Gateway.
E112	GMTS 2040 also states: "Where we upgrade highways, we will include improvements for pedestrians, bus users and people who cycle". In the case of the Simister project, there are opportunities to improve and create safe walking and cycling connections across the motorway, reduce the severance effect of the road, connect communities with each other and with community facilities. As part of a transport plan for the Northern Gateway, TfGM is working with the local authorities and development sponsors to agree an active travel masterplan proposal and bus services plan, providing linkages to the site, and ensure delivery is consistent with GM's Right Mix travel ambitions.		N	The Applicant acknowledges Transport for Greater Manchester's emphasis on the potential improvements to be made within the Simister Island area in regard to Active Travel network. The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
E112	National Highways Preliminary Environmental Impact Report sets out a number of issues in respect of existing active travel connections and opportunities to address these issues. The report suggests that, by encouraging modal shift towards active modes on the local street network, this may serve to mitigate some of the changes in greenhouse gas emissions, as well as other local impacts of the scheme.		N	The Applicant notes the recommendations regarding enhancement to active travel. The Scheme will not impact on the connectivity of local communities. Permanent diversions are being provided for all affected Public Rights of Way. The aims of the Scheme relate to reducing peak congestion, delivering journey time reliability, and improving safety on this section of the motorway network. However, the Applicant has sought to produce a Scheme design which does not preclude future upgrades to the local walking, cycling and horse-riding network. The Applicant is considering opportunities to improve the permissive path through Haweswater Aqueduct underpass which presently connects Parrenthorn Road, south of the M60, with Derwent Avenue and Heybrook Close, north of the M60. This would provide an improved active travel link between Parrenthorn High School and the community north of the M60 outside of delivery of the Scheme in partnership with other organisations such as Bury Metropolitan Borough Council and Transport for Greater Manchester. Pole Lane/Mode Hill Lane and Egypt Lane will continue to be connected via the public footpath which will be re-aligned around the new Northern Loop and to the east of the M66 which ultimately connects with Hills Lane bridge over the M66 this will essentially be as per the existing arrangement. More information is included in the Streets, Rights of Way, and Access Plans (TR010064/APP/2.5).

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				Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally. The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. In order to reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced and can be found at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan focuses on how the Scheme will reduce carbon emissions during the construction of the Scheme through measures such as potentially using electric (or alternative lower-carbon fuel) construction equipment instead of conventional diesel-powered construction plant and/or the use of low carbon materials. The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). There is little the Scheme can do to influence road user greenhouse gas emissions, therefore 'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises,

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				however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050.
E112	A facility that we would recommend is protected and significantly enhanced as part of the scheme is the permissive path at Haweswater underpass. Passing through land owned by National Highways, it could be a key connection between the schools to the south of the Motorway and the residential areas within its local catchment area to the north. The current condition of the underpass is as shown below. With the Haweswater Underpass now being widened in the revised schemes, providing for a hard shoulder, it is imperative that National Highways bring this path up to national LTN 1/20 design guidance, consistent with local guidance set out in the future GM Streets for All Design Guide.		N	The Applicant notes the comments. Improvement of Haweswater Aqueduct Underpass is not part of the Scheme scope; however, the Applicant is exploring opportunities to improve this independently of the Scheme.
E112	TfGM will work with National Highways and other partners, including GM Local Authorities, Transport for the North and GMCA such that these potential benefits to the local area, and contribution to Greater Manchester's Active Travel network, are taken forward and realised as part of these works.		N	The Applicant notes the need for potential benefits such as contributions to Greater Manchester's Active Travel network to be taken forward and realised as part of the Scheme. The Applicant notes the recommendations regarding enhancement to active travel. The Scheme will not impact on the connectivity of local communities. Permanent diversions are being provided for all affected Public Rights of Way. The aims of the Scheme relate to reducing peak congestion, delivering journey time reliability, and improving safety on this section of the motorway network. However, the Applicant has sought to produce a Scheme design which does not preclude future upgrades to the local walking, cycling and horse-riding network. The Applicant is considering opportunities to improve the permissive path through Haweswater Aqueduct underpass which presently connects Parrenthorn Road, south of the M60, with Derwent Avenue and Heybrook Close, north of the M60. This would provide an improved active travel link between Parrenthorn High School and the community north of the M60 outside of delivery of the Scheme in partnership with other organisations such as Bury Metropolitan Borough Council and Transport for Greater Manchester. Pole Lane/Mode Hill Lane and Egypt Lane will continue to be connected via the public footpath which will be re-aligned around the new Northern Loop and to the east of the M66 which ultimately connects with Hills Lane bridge over the M66 this will essentially be as per the existing arrangement. More information is included in the Streets, Rights of Way, and Access Plans (TR010064/APP/2.5). The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements, the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer

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				journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
E112	It is essential that the works are fully coordinated with the Local Highways Authorities and TfGM to ensure disruption to travellers – both using and crossing the motorway, and the local community are minimised. A particular concern is the potential loss of walking and cycling connections during the works and potential impact of displaced traffic upon the operation of the local road network and bus services. In case of the latter, it is of note that regular local bus services do travel through Simister Island, as well as on both parallel and crossing routes.		N	The Applicant will aim to minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, the use of temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading north, parallel to the M66 to join Hills Lane. It will not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 Southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). The Outline Traffic Management Plan (TR010064/APP/7.5) will be developed into a Traffic Management Plan for implementation during construction, which is secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1). The Traffic Management Plan will detail the requirements of public transport operators and how these requirements have been taken into account. This will include the bus operators whose network operates through Simister Island and on the surrounding local road network. Communications between the Applicant, the customers and key stakeholders will form an integral part of the approach to traffic management on the Scheme. Ongoing communication with key stakeholders will be reflective of the requirements as set out within the Scheme Communications Plan, which will be developed for the construction phase. The action to produce a Communications Plan are detailed in commitment G3 of the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). Communications will involve use of a wide range of channels to maximise its impact and these will include: • Roadside signage to provide advance notice of intended roadworks operations. • Roadside signage during planned roadworks. • Newsletters to, and meetings with, the local community and businesses. • The Applicant's Scheme-specific website and social media channels. • Use of existing National Highways / Local Authority Variable Message Signs. • Use of strategically placed Portable Variable Message Signs. • Use of strategically placed hard signing. • Press releases targeted at longer range customers.

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E112	M60 junction 18 Simister Island Interchange is within the study area for the Manchester North West Quadrant Study (MNWQS). TfGM remain committed to continuing to work with National Highways and Local Authority partners on the proposals that will emerge from the MNWQS for the strategic and local transport networks.		N	The Applicant acknowledges that the Scheme is within the study area for the Manchester North-West Quadrant Study. The Manchester North-West Quadrant Study is being developed by the Applicant, independent of this Scheme.
E112	A comprehensive Travel Demand programme should be developed, in conjunction with Local Authorities, TfGM and other partners, to ensure that people who may be affected are made aware of potential disruption well in advance and are provided with timely information on alternative travel options or routes. This includes potential impacts on the local, as well as strategic network, and on people walking, cycling or using public transport, and public transport operators, who may be affected. Works should also be coordinated with other works planned on alternative routes and on the local road network. TfGM will continue to work with National Highways and our partners to gain a better understanding as to the potential impact of the scheme on traffic flows through districts downstream of the scheme on the SRN, as well as impacts upon the operation of local streets.		N	The Outline Traffic Management Plan (TR010064/APP/7.5) will be developed into a Traffic Management Plan for implementation during construction, which is secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1). The Traffic Management Plan. The Traffic Management Plan will be developed with engagement with the Local Authorities and Transport for Greater Manchester to agree the Scheme temporary traffic management strategy and the diversion strategy. Communications between the Applicant and the customers and key stakeholders will form an integral part of the approach to traffic management on the Scheme. Ongoing communication with key stakeholders will be reflective of the requirements as set out within the Scheme Communications Plan, which will be developed for the construction phase. The action to produce a Communications Plan are detailed in commitment G3 of the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). Communications will involve use of a wide range of channels to maximise its impact and these will include: • Roadside signage to provide advance notice of intended roadworks operations. • Roadside signage during planned roadworks. • Newsletters to, and meetings with, the local community and businesses. • The Applicant's Scheme-specific website and social media channels. • Use of existing National Highways / Local Authority Variable Message Signs. • Use of strategically placed Portable Variable Message Signs. • Use of strategically placed hard signing. • Press releases targeted at longer range customers. A dedicated community relations team will be appointed by the Applicant for the construction phase to be a focal point for engagement with key stakeholders, the local and wider community, including businesses. The Applicant will listen to their views and concerns and amend temporary traffic management solutions to address issues raised wherever practicable. The action to employ a community relations team is detailed in commitment PHH18 of the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). Prior to commencement of construction, a Traffic Management Forum will be established between the Applicant and the relevant Local Authorities and Transport for Greater Manchester. The aim is to allow development and agreement of temporary traffic management measures, to create a common understanding of traffic management measures and phasing, to report Scheme progress and to monitor any specific objectives related to

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				traffic management. Details of the Traffic management Forum can be found in the Outline Traffic Management Plan (TR010064/APP/7.5).
E124	**Nationally Significant Infrastructure Project** **M60 M62 M66 Simister Island Interchange** **Public Consultation Section 42 Stage** Thank you for your consultation regarding the above development. The UK Health Security Agency (UKHSA) welcomes the opportunity to comment on your proposals and Preliminary Environmental Information Report (Impact Assessment and Conservation Payment Certificate) at this stage of the Nationally Significant Infrastructure Project (NSIP). Please note that we request views from the Office for Health Improvement and Disparities (OHID) and the response provided is sent on behalf of both UKHSA and OHID. Please note that we have replied to earlier consultations as listed below and this response should be read in conjunction with that earlier correspondence: Pre-Scoping Consultation 10/08/2020 Request for Scoping Opinion 28/07/2021	UK Health and Security Agency (NSIP Consultations)	N	The Applicant acknowledges the UK Health Security Agency's response and the confirmation they are also responding on behalf of the Office for Health Improvements and Disparities.
E124	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 focused on an application's significant effects. We have assessed the submitted documentation and wish to make the following comments:		N	The Applicant acknowledges the comments raised.
E124	**Environmental Public Health** Reducing public exposures to non-threshold pollutants (such as particulate matter and nitrogen dioxide) below air quality standards has potential public health benefits. We support approaches which minimise or mitigate public exposure to non-threshold air pollutants, address inequalities (in exposure), and maximise co-benefits (such as physical exercise) and encourage their consideration during development design, environmental and health impact assessment, and development consent. When more information is available, models and risk assessments should be updated to consider impact on human health, particularly		N	The Applicant sets out at section 5.10 of Chapter 5 Air Quality of the Environmental Statement (TR010064/APP/6.1), that overall, for human health there are no significant effects, due to air quality, during operation and construction of the Scheme from road traffic changes. The assessment of significant effects are assessed based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between Junction 17 and Junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e. an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between Junction 17 and Junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e. some traffic is moved further away). Therefore, as there are no significant effects no mitigation is required for air quality for road traffic related air pollution due to the Scheme, such as during construction or operation. The only other anticipated impact is from dust from construction, as discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement., The risk of construction dust as a

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	considering there are sensitive receptors within 50m of the Proposed Scheme. Some mitigation measures have been proposed for the construction phase but may need further consideration when operational.			result of the Scheme is considered to be 'high' therefore mitigation measures have been set out in an Outline : Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include things like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/6.5). Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) acknowledges that air pollution is non-threshold. Non-threshold is a term used to describe a pollutant which may cause adverse effects at any level above zero exposure. In other words, no safe level of exposure to the substance has been scientifically established. Therefore, the full air quality results have been reviewed (not just the worst-case results used in Chapter 5 Air Quality of the Environmental Statement) to identify whether overall, the exposure would be likely to increase across the population or decrease. The results have been considered for each of the ward populations to allow for the baseline health sensitivity to be taken into account in the assessment, which the chapter concludes is not significant in terms of impact. Further details are presented in Section 12.18 Chapter 12 Population and Human Health of the Environmental Statement.
E124	No monitoring has been proposed during the period of construction or operation for NO2, despite the proximity of residential dwellings to the scheme (the closest being only 12m from the Simister roundabout), the scheme falling within an AQMA for NO2 and estimated exceedances of the AQO in the opening year.		N	The Applicant sets out at section 5.10 of Chapter 5 Air Quality of the Environmental Statement (TR010064/APP/6.1), that overall, for human health there are no significant effects, due to air quality, during operation and construction of the Scheme from road traffic changes. The assessment of significant effects are assessed based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. As a result of no significant effects identified during construction and operation of the Scheme, no monitoring of air quality is proposed.
E124	The applicant has estimated PM2.5 from PM10. However, there is no PM10 monitoring within the air quality study area; the PM10 results are based solely on modelling. To assess the health impacts from exposure to PM2.5, the applicant has applied the UK AQS of 25µg/m3 as an annual mean to their assessment. The applicant states that no detailed assessment for PM2.5 will be undertaken within the Environmental Statement (ES). Within the UK's Environmental Improvement Plan, there is a legal target to require a maximum annual mean concentration of 10µg/m3 by 2040, with a new interim target of 12µg/m3 by the end of 2028. UKHSA note that this interim target appears to be within the proposed construction period of the proposed development1 and recommend that further assessment is undertaken to demonstrate impact on identified receptors against these targets. We recommend that consideration is given to whether this should include baseline monitoring.		N	The Applicant sets out at section 5.3 of Chapter 5 Air Quality of the Environmental Statement (TR010064/APP/6.1), that the new legislation relating to Particulate Matter 2.5 targets is quoted as only applying at relevant Particulate Matter 2.5 monitoring stations that existed immediately before the targets came into force (early 2023). The nearest Particulate Matter 2.5 monitoring stations are the Department for Environment, Food & Rural Affairs managed Salford Eccles and Manchester Piccadilly sites and the local authority managed Salford M60 (Salford City Council) and Rochdale Queensway (Rochdale Metropolitan Borough Council) sites (located 6.8km, 7.0km, 7.3km and 7.8km from the Scheme area respectively). None of these sites are affected by this Scheme and therefore the new PM2.5 2040 targets (and the interim targets) do not apply to the Scheme.
E124	We have many observations and recommendations with both the overall methodology and specific details associated with the construction and operational phases of the noise, acoustics and vibration aspects of this scheme. Please see the annex appended to this letter.		N	The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low

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	We have considered the submitted documentation and can confirm that we are satisfied that EMF can be scoped out, on the basis of the response in Table 13.1.			Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
E124	**Human Health and Wellbeing – OHID** We have observations and recommendations with both the overall methodology and specific details associated with the construction and operational phases of the health and wellbeing aspects of the scheme. Please see the annex appended to this letter. If you require any clarification on the above points or wish to discuss any particular issues, please do not hesitate to contact us.		N	The Applicant acknowledges the comments raised by Office for Health Improvements and Disparities.

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E124	**Annex on Environmental Public Health- Noise** **Background** This annex to the UK Health Security Agency's (UKHSA) response refers primarily to the content presented in the Preliminary Environment Information Volume 1 Main Report (PEIR) Chapters 12 (Noise and Vibration) and 13 (Population and Human Health). Public Health England (PHE) responded to the scoping consultation for this project in July 2021. The statutory consultee function of Public Health England relevant to noise now rests with the UKHSA. In Table 12.1 in Chapter 12 of the PEIR, the Applicant has provided responses to PHE/UKHSA's scoping comments on noise. We welcome this additional clarification, but make the following observations: • The Applicant states: "The suggested values for LOAEL and SOAEL within DMRB LA 111 are based on values that have been used for consented road schemes over the past six years. The proposed scheme is similar to many of these schemes, both in terms of the type of scheme and the surrounding environment. For these reasons it is the intention to use the example values of LOAEL and SOAEL provided in DMRB LA 111." UKHSA encourages the Applicant to consider how the scientific evidence on the health effects of noise has developed over the past six years, and whether its proposal for the SOAEL from operational noise is still appropriate. • PHE's scoping response did not state that "Noise insulation should not be used as a mitigation measure." UKHSA's position is that for noise mitigation, priority should be given to reducing noise at source, and noise insulation schemes should be considered as a last resort. UKHSA expects any proposed noise insulation schemes to take a holistic approach which achieves a healthy indoor environment, taking into consideration noise, ventilation, overheating risk, indoor air quality and occupants' preference to open windows. There is, at present, insufficient good quality evidence as to whether insulation schemes are effective at reducing long-term annoyance and self-reported sleep disturbance, and initiatives to evaluate the effectiveness of noise insulation to improve health outcomes are strongly encouraged. • UKHSA does not agree with the Applicant's arguments for not carrying out a quantitative assessment of health effects attributable to noise from the Scheme, as outlined elsewhere in this response. • PHE/UKHSA's comment on "Undertaking of post opening monitoring" referred to monitoring of the community's health/wellbeing, not noise levels. The comments on the PEIR below complement, rather than supersede PHE's scoping response.		N	The Applicant acknowledges that, although there is further research that has been carried out in recent years, there is no consistent evidence or consensus as to alternative values that should be used as Significant Adverse Effect Level in the assessment of a road scheme. Further to this, the Significant Adverse Effect Levels given by National Highways' Design Manual for Roads and Bridges Guidance and in use in the assessment of the Scheme have been used on many similar schemes that have received a successful development consent order decision. The Applicant has considered noise mitigation measures in the order of source/path/receptor. Examples of mitigation at source being road surfacing, and path including noise barriers or earth bunds, and receptor noise insulation. This is because noise mitigation at source benefits a wider area, and potentially more receptors, then the other forms of mitigation. The Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant's initial assessment under the Noise Insulation Regulations 1975 (as amended 1988) as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) indicates that there are no residential dwellings that would meet the conditions for provision of secondary glazing. This will be reassessed following detailed design. In the event that this assessment changes and dwellings become eligible for this measure then appropriate ventilation would be provided with the secondary glazing, in accordance with the Regulations. Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.
E124	**Legislation, standards and guidance**		N	The Applicant has made reference to the Environmental Noise Guidelines for the European Region (World Health Organisation, 2018) within Appendix 11.2: Noise and Vibration

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	UKHSA suggests the inclusion of the WHO (2018) Environmental Noise Guidelines for the European Region (1) as relevant guidance. The aim of the WHO ENG 2018 is to provide expert recommendations on the health effects of noise based on the growing noise and health evidence base, and we therefore recommend consideration of the summarised evidence when assessing the effects of noise on the local population. In addition, UKHSA recommends Defra (2014) Environmental Noise: Valuing impacts on sleep disturbance, annoyance, hypertension, productivity and quiet (2) as relevant guidance.			Assessment Guidance and Standards of the Environmental Statement Appendices (TR010064/APP/6.3). Within the Appendix it is stated that the levels themselves have not been adopted as threshold values, as there are UK policy-based threshold noise levels (as defined in Design Manual for Roads and Bridges) that are considered to be more appropriate and established for the assessment of impacts from road traffic noise. The assessment in Chapter 12: Population and Human Health of the Environmental Statement (TR010064/APP/6.1) refers to the Environmental Noise Guidelines for the European Region (World Health Organisation, 2018). The guidance within Environmental Noise: Valuing impacts on sleep disturbance, annoyance, hypertension, productivity and quiet (Department for Environment, Food & Rural Affairs, 2014) has been used by the UK government to develop the monetised approach within the Department for Transport's Transport Analysis Guidance appraisal tool.
E124	**Assessment methodology** The Applicant has followed the DMRB LA111 method for establishing significance of effects (12.4.1). UKHSA welcomes the proposed consideration of contextual factors such as the absolute noise exposure in the forthcoming Environmental Statement. It is important that the consideration of additional factors follows a clear and transparent methodology, which ideally should be agreed with local stakeholders. UKHSA believes that Nationally Significant Infrastructure Projects (NSIPs) should not only limit significant adverse effects, but also explore opportunities to improve the health and quality of life of local communities already adversely affected by noise, and to reduce inequalities. This is particularly applicable to areas with very high noise exposure, such as Noise Important Areas (NIAs). Six NIAs were identified within the study area (12.7.3 and Table 12.2). Table 12.14 suggests that at least one NIA will experience increased exposure, and the others a "negligible change". This means that all six NIAs will potentially be "locked in" to their existing very high noise exposure, with limited opportunities for reductions for the foreseeable future. UKHSA encourages the Applicant to explore every feasible opportunity for reducing the existing noise exposure in these areas, together with complementary mitigation measures that can enhance health and quality of life as discussed in the Mitigation measures section in this response.		N	National Highways' Design Manual for Roads and Bridges LA111 (noise and vibration) methodology includes consideration of contextual factors, including the absolute noise level. Where residential dwellings are already exposed to existing high levels of road traffic noise then the level of noise increase that constitutes a significant adverse effect is lower. The Applicant has explained in more detail at Section 11.4 of Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The third aim of the National Policy Statement for National Networks (Department for Transport, 2014) is *'Where possible, contribute to the improvement of health and quality of life'.* The Scheme meets this aim by avoiding significant adverse impact with the provision of noise mitigation in the form of low noise surfacing, as explained at Section 11.2 Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) with noise mitigation in place it is predicted to provide a reduction in road traffic noise of between 1 and 5 dB(A) either side of the M60 and changes ranging from a 3dB reduction to a 1dB increase either side of the M66, depending upon location. There are no predicted increases in road traffic of greater than 1dB on opening of the Scheme within any of the Noise Important Areas. There are predicted decreases of up to 5 dB for some receptors within Noise Important Area 8188, which is on M60 junction 18, adjacent to the Scheme and motorway network.
E124	**Baseline sound environment and modelling** UKHSA notes that a baseline sound survey has been carried out (12.7.6). The long-term survey results should be used to test the assumptions of the modelling (i.e., whether the proportionate traffic flow volumes within the study area between daytime and night-time, and different days of the week, can be considered as typical within the context of DMRB terminology). This is especially important since, as stated in the PEIR, "the assessment of potential changes in road		N	The Applicant confirms that the noise survey results have not been used to test the modelling assumptions since there is no recognised approach to undertaking such a comparison. Since the assessment presented in the Preliminary Environmental Information Report (see Annex L of the Consultation Report Annexes (TR010064/APP/5.2)) at statutory consultation, the noise model has been updated in line with the latest design and updated traffic data with the results presented and fully appraised in the Chapter 11: Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). In summary, Chapter 11 reports that the

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	traffic noise has been carried out based on a scheme design and traffic model that have subsequently been superseded" (12.10.32). UKHSA expects future modelling to be based on a more accurate picture of the scheme design.			projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.
E124	**LOAELs/SOAELs** Construction noise LOAELs and SOAELs are presented in Table 12.5. Table 12.1 suggests that the operational noise LOAEL and SOAELs are the same as the example values of LOAEL and SOAEL provided in DMRB LA 111. Operational noise level exposure predictions are presented only in terms of change in noise level (Table 12.13). Understanding the absolute noise levels which will be experienced by receptors, alongside the changes in noise level, is extremely important. One way how this can be done is breaking down the numbers in table 12.13 in exposure bands (based on DoM or DoS). This is because the significance of a 1dB increase from 50 to 51dB is different from an increase from 65 to 66dB. Furthermore, UKHSA recommends that the Applicant expresses its chosen LOAELs and SOAELs in health terms, referring to the evidence in the WHO 2018 guidelines (1) for this purpose. For example, stating what the expected percentage of the population highly annoyed at the chosen day-time LOAELs and SOAELs would be for operational noise (making conversions from LA10,18h to Lden), as well as the percentage of the population highly sleep disturbed due to night-time noise exposure		N	The Applicant confirms that the absolute noise level at a receptor is considered when determining whether a significant effect exists. The approach to this is described within Section 11.4 Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) and follows the requirements and advice within National Highways' Design Manual for Roads and Bridges LA 111 'Noise and Vibration'. The values assigned to the Lowest observed adverse effect level and the Significant observed adverse effect level for this assessment are presented in terms of the L_{den} noise index in Table 11.12 of Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) for further information. The assessment that is presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) follows the requirements and advice within National Highways' Design Manual for Roads and Bridges LA 111 and includes assessment of noise change in the day and night-time periods. The assessment indicates that there are no predicted increases in road traffic noise of 1dB or greater, which is a not significant change at any absolute noise level. No additional assessment tables as suggested by UK Health Security have been included within the Environmental Statement.
E124	**Assessment of effects** UKHSA notes Table 12.13 showing the number of dwellings against the predicated change in operational noise level. UKHSA recommends that more extensive information is presented in the ES on how noise exposure will change within a broader context of absolute noise levels, NIAs and other contextual factors, and how these factors informed conclusions on significance. Non-residential receptors appear to be assessed as one category (c.f. Table 12.13) with no apparent consideration of their specific sensitivities. For example, educational facilities in the area are likely to require very specific consideration of the existing and future outdoor and indoor noise environment, and the impacts on the health and quality of life (including cognitive development) of their occupants. UKHSA recommends that a more bespoke assessment is carried out for non-residential noise sensitive receptors in the ES, and one-to-		N	The Applicant confirms that the results from the noise assessment for dwellings and non-residential receptors are first presented in Tables 11.33 and 11.35 within the Environmental Statement (TR010064/APP/6.1) that show the change in noise as a result of the Scheme. Where a potential significant adverse impact is indicated then other factors such as absolute noise level and context are then considered to determine whether there is a likely significant effect. The assessment indicates no increases in noise greater than a negligible magnitude in either the short or long term, indicating no potential significant adverse effect. As such, the absolute noise level is not also considered. The results from the noise assessment are presented in Appendix 11.5: Operational Noise Calculation Results of the Environmental Statement Appendices (TR010064/APP/6.3) and shown in Figures 11.8a & 11.8b – Road Traffic Noise Magnitude 2029 Opening Year Day and Night and Figure 11.9a & 11.9b - Road Traffic Noise Magnitude 2044 Future Year Day and Night of the Environmental Statement Figures (TR010064/APP/6.2) where the specific sensitivity of non-residential receptors is indicated.

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	one discussions are held with those receptors deemed as highest risk from increased road-traffic noise exposure as a result of the Scheme (both in terms of their existing and future external and internal noise exposure, and appropriate mitigation measures).			As no significant adverse effects during operation, are predicted at any receptor, either residential or other sensitive non-residential, then further bespoke assessment is not considered to be required.
E124	**Construction noise** UKHSA notes that a quantitative assessment of construction noise impacts has been undertaken (12.10). There are large numbers of noise sensitive receptors predicted to experience moderate and major construction noise impacts during the day and night-time throughout the construction period (533 daytime and 1037 night-time experiencing moderate impact, 352 daytime and 1882 night-time experiencing major impact). This is concerning, especially because of the Applicant's choice for construction LOAELs and SOAELs for daytime and night-time. Considering the high numbers affected, UKHSA expects a detailed strategy of mitigation of these effects to protect the health of local communities, including methods of liaison between local communicates and contractors. UKHSA also recommends that the Applicant sets up a scheme for monitoring the health and wellbeing of local communities exposed to extended periods of construction noise.		N	The Applicant confirms that measures to reduce the noise from construction activities are included in the First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes Appendix B: Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The First Iteration Environmental Management Plan (TR010064/APP/6.5) contains a Register of Environmental Actions and Commitments, which includes measures monitor community feedback and to reduce noise from construction activities such as using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities.
E124	**Health outcomes** UKHSA recommends that the Environmental Statement documentation gives a much clearer acknowledgement of the strengthening body of evidence that road traffic noise is associated with adverse health effects, including annoyance, sleep disturbance, and cardiovascular and metabolic health outcomes (1, 5, 6), in both the Noise and Vibration and Population and Human Health chapters, including reference to the expected health impacts as a result of the Scheme. UKHSA encourages the Applicant to carry out a quantitative assessment of the expected health impacts of the Scheme, by quantifying the change in the number of people that will be chronically highly annoyed and sleep disturbed, and any predicted additional (or a reduction of) cases of cardiovascular disease, using established methodologies (1, 2, 7-9). The Applicant should also acknowledge that adverse health outcomes are likely from construction noise, although it is not currently possible to quantify these effects.		N	The Applicant acknowledges that there is a strengthening body of evidence that road traffic noise is associated with adverse health effects. The Applicant has included a quantified noise assessment in Tables 12.36 and 12.37 of Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1). As described in the methodology section of that chapter (section 12.12), the process has used the approach set out in the Department for Transport's Transport Analysis Guidance (TAG) Unit A3. The approach set out in TAG Unit A3 is based on that developed by the IGCB(N) and the relevant dose-response formulae are embedded in the TAG Noise Workbook. The results in Table 12.36 show that 1166 households would experience a decrease in daytime noise (74 would experience an increase) and 911 households would experience a decrease in night-time noise (84 would experience an increase). This means that a far greater number of households are expected to experience reduced noise than increased noise as a result of the Scheme. Table 12.37 shows a net monetised benefit of £5,020,187 for sleep disturbance outcomes, £3,070,460 for amenity [annoyance] outcomes and £737,992 for myocardial infarction [heart attacks]. For construction noise, Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health.

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				The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.
E124	**Amenity space and tranquillity** The scientific evidence suggests that areas valued for their tranquillity, acoustic character, and/or quiet areas can have a direct and beneficial health effect and can help restore or compensate for adverse health effects attributed to noise within the residential environment (10-14). Therefore, UKHSA requests clarity in Chapter 12 whether any such areas were found within the study area, and if so, how this was considered in the assessment of noise impacts. UKHSA recommends that the Applicant liaises with national and local stakeholders (such as Natural England, local authorities and communities) to identify any such areas and agree a strategy on how to assess significant effects and design effective mitigation to protect those areas. There is emerging evidence to suggest that the use of green spaces, can decrease as a result of increased noise levels (15, 16). The Applicant may also wish to consider the potential impacts of the Scheme on private and public amenity spaces, referring to specific types and places (e.g., PRoW, parks), within the Noise and Vibration chapter.		N	The Applicant confirms that there are no areas identified which are valued for their tranquillity, acoustic character, and/or quiet areas within the human health study area for the Scheme. The area is exposed to traffic noise in the baseline is set out in section 12.15 (under the heading 'Areas sensitive to noise') of Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1). The assessment of road traffic noise as presented in Chapter 11 of the Environmental Statement (TR010064/APP/6.1) includes consideration of outdoor community facilities that include Public Rights of Way and parks within the noise study area, as indicated in Figure 11.2 Noise Sensitive Receptors of the Environmental Statement Figures (TR010064/APP/6.2). The assessment is summarised in Tables 11.33 and 11.35 of Chapter 11, and predicted noise levels for these receptors are listed in Appendix 11.5 Operational Noise Calculation Results of the Environmental Statement Appendices (TR010064/APP/6.3).
E124	**Mitigation measures** UKHSA expects the applicant to use all practicable means to mitigate the effect of construction noise. The full strategy should be described in the Construction Environmental Management Plan (CEMP) at ES stage to guide best practices in construction activities. It is important that affected communities are given a meaningful say in the choice of mitigation measures, and therefore effective communication between contractor and communities at all stages is key. Any proposals to acoustically insulate buildings, whether for construction or operation noise mitigation, need a holistic consideration of indoor environmental quality to ensure that control of external noise ingress does not come at the expense of poorer indoor air quality, an increased risk of overheating, or exposure to high levels of noise from mechanical ventilation. UKHSA also recommends that socio-acoustic surveys are undertaken pre and post interventions to ensure that the insulation has the desired effect for residents. UKHSA recommends that the Applicant considers a broad set of noise mitigation measures. Whilst the primary focus should rightly be at reducing noise at source (low-noise road surfaces and noise barriers), there are many other mitigation measures that can be considered,		N	The Applicant confirms that measures to reduce the noise from construction activities are included in the First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes Appendix B: Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR01004/APP/3.1). The First Iteration Environmental Management Plan (TR010064/APP/6.5) contains a Register of Environmental Actions and Commitments, which includes measures to reduce noise from construction activities such as using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant has considered noise mitigation measures in the order of source/path/receptor. Examples of mitigation at source being road surfacing, and path including noise barriers or earth bunds, and receptor noise insulation. This is because noise mitigation at source benefits a wider area, and potentially more receptors, then the other forms of mitigation. The Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and

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	some of which involve addressing the so-called non-acoustic factors that moderate the causal relationship between noise and health [17]. Potential mitigation measures not mentioned in the PEIR include speed restrictions [18,19]), education and communication [17]. Some of these measures may have co-benefits for other topic areas, such as air quality and carbon. It is important that local communities are given a meaningful say in the choice of mitigation measures.			junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The initial assessment undertaken by the Applicant under the Noise Insulation Regulations 1975 (as amended 1988) as presented in Chapter 11 Noise and Vibration of the Environmental Statement indicates that there are no residential dwellings that would meet the conditions for provision of secondary glazing. This will be reassessed following detailed design. In the event that this assessment changes and dwellings become eligible for this measure then appropriate ventilation would be provided with the secondary glazing, in accordance with the Regulations. Speed restrictions have not been considered as a noise mitigation measure for this scheme, as the advice given within National Highways' Design Manual for Roads and Bridges LA111 in paragraph 3.64.1 advises that speed restrictions are not normally practical for motorways as they can encourage drivers to take alternative routes, which can be less safe and result in higher noise levels for receptors along the alternative routes. As the assessment in road traffic noise predicts no noticeable increase in road traffic noise, there is no change in access to quiet (either as a quiet side for dwellings or access to good quality local tranquil spaces).
E124	**Annex on Human Health and Wellbeing – OHID** This section of OHID's response, identifies the wider determinants of health and wellbeing we expect the Environmental Statement (ES) to address, to demonstrate whether they are likely to give rise to significant effects. OHID has focused its approach on scoping determinants of health and wellbeing under four themes, which have been derived from an analysis of the wider determinants of health mentioned in the National Policy Statements. The four themes are: • Access • Traffic and Transport • Socioeconomic • Land Use Having considered the Preliminary Environmental Information Report (PEIR), we wish to make the following specific comments and recommendations:		N	The Applicant acknowledges the comments raised.
E124	**Population and human health - Significance of impact**		N	The Applicant did not apply the Institute of Environmental Management and Assessment guidance for the Preliminary Environmental Information Report (See Annex L of the Consultation Report Annexes (TR010064/APP/5.2)) because the guidance was published

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	The report proposes to identify effects as positive, neutral, negative or uncertain, in accordance with DMRB LA112 (Population and Human Health). The assessment of significance and the approach to determining significance will utilise guidance from IAIA/EUPHA (2020) and PHE (2020). The PEIR also notes the guidance on determining significance for human health in EIA (Pyper, R et al., 2022), published by the Institute of Environmental Management and Assessment (IEMA). The PEIR indicates that the IEMA guidance will not be specifically used in place of the IAIA/EUPHA guidance. The IEMA guidance has been developed to be the national guidance for assessing significance in population and human health and so should be adopted and utilised for the purposes of the Environmental Statement (ES). The PEIR notes the close alignment of the available guidance and that both recommend a narrative approach. Any additional work in adopting the IEMA approach should, therefore, not be excessive given the level of detail currently available within the PEIR and the early stage of these assessments.			after the assessment in the Preliminary Environmental Information Report had been completed and it is very similar to the significance criteria that had been applied from drawing on the International Association for Impact Assessment/European Public Health Association (2020) and Public Health England (2020) guidance. However, for the assessment in Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1), the Institute of Environmental Management and Assessment significance criteria (Pyper et al., 2022) have been applied. This is set out in Tables 12.25 - 12.27 of Chapter 12 Population and Human Health of the Environmental Statement. A narrative has been provided for each assessment made in section 12.18 of Chapter 12 Population and Human Health of the Environmental Statement to justify the assignment of significance. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.
E124	**Recommendation** Determining significance for human health should follow guidance within Pyper, R et al., 2022, published by the Institute of Environmental Management and Assessment (IEMA). The final ES should provide suitable justification for any assessment of significance.		N	The Applicant confirms the Institute of Environmental Management and Assessment guidance has been applied for the Assessment within Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1). This is set out in Tables 2.25 - 12.27 of Chapter 12 Population and Human Health. A narrative has been provided for each assessment made in section 12.18 of Chapter 12 Population and Human Health of the Environmental Statement to justify the assignment of significance. Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.
E124	**Health Baseline Data** The ES should include baseline health data outlined in LA112, plus any relevant supporting data. Local data sets and publications may assist in providing this data, for example the Joint Strategic Needs Assessment (JSNA), Health and Wellbeing Strategy and any Integrated Care System (ICS) plans.		N	The Applicant has referred to a number of local health data sources and has liaised with the Director of Public Health at Bury Metropolitan Borough Council via a representative. The Applicant has obtained baseline data for all the elements that National Highways' Design Manual for Roads and Bridges LA112 lists.

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	The applicant can also contact the local Director of Public Health to identify inform an understanding of any additional groups within the study area who are particularly vulnerable to the matters scoped into the health assessment. The PEIR identifies the presence of the Greater Manchester Mental Health NHS Foundation Trust Prestwich Site, which is within 60m of the provisional Order Limits, south-west of M60 J17. This facility provides specialist mental health facilities. Additionally, the PEIR recognises potential effects on mental health and wellbeing from the scheme, yet no local mental health baseline data is included within the PEIR. Additionally, given the proximity of the facility to the scheme there is no consideration of potential suicide risk. There is sufficient evidence linking railway suicides and the location of mental health facilities, as such it is plausible that road infrastructure poses a similar link. The impacts on health and wellbeing and health inequalities of the scheme may have particular effects on vulnerable or disadvantaged populations, including those that fall within the list of protected characteristics. The Environmental Statement and any Equalities Impact Assessment should cross reference.			The Applicant has made a commitment to consider suicide risk at the detailed design stage. This is noted in paragraphs 12.15.48 – 50 of Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) and is set out at commitment PHH27 in the Register of Environmental Actions and Commitments, contained within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Equality Impact Assessment (TR010064/APP/7.7) has been completed.
E124	**Recommendation** In accordance with the SoS Scoping Opinion (Item 4.8.6) there should be an explanation as to how baseline data is defined as 'significantly worse' than the national average and how this influences the assessment of significant effects under the EIA Regulations. The baseline health data should include sufficient data to consider mental health and wellbeing, including suicides. Additionally, the local Director of Public Health (DPH) and Police should be contacted to inform an assessment of risk from the scheme, including scheme design, such as bridge structures. National Highways have previously created Suicide Prevent Strategy Reports, which should also be generated and included within the Environmental Statement for this scheme if required. Supporting assessments, alongside any proposed additional mitigation measures should be agreed with OHID and the local Director of Public Health. The applicant should refer to the vulnerable groups identified by the Wales Health Impact Assessment Support Unit to inform assessments of any possible differential impacts. In addition to health data this should encompass deprivation, demographics and other socio-economic factors from local data sources or the review of local publications such as the JSNA. The assessments and findings of the Environmental Statement and any Equalities Impact Assessment should also be crossed reference between the two documents, particularly to ensure the comprehensive assessment of potential impacts for health and inequalities for		N	The Applicant has included notes within the baseline health profile table (Table 12.29 of Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1)) to explain how significantly worse than national averages are calculated. The presence of vulnerable groups has been considered in the assessment. The Applicant has liaised with the Director of Public Health at Bury Metropolitan Borough Council via a representative and has made a commitment to consider suicide risk at the detailed design stage. This is noted in paragraphs 12.15.48 – 50 of Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) and is set out at commitment PHH21 in the Register of Environmental Actions and Commitments, contained within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has engaged with representatives from Greater Manchester police to discuss the Scheme, with specific focus on the enforcement strategy for the M60 between junction 17 and junction 18. Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has included data on vulnerable groups (paragraphs 12.15.6 – 12.15.17) and information on mental health indicators (Table 12.30). This has informed the assessment of significance when considering vulnerable groups in the area. The findings of the health assessment have been made available to the Applicant's team responsible for the Equality Impact Assessment (TR010064/APP/7.7).

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	vulnerable populations and where resulting mitigation measures are mutually supportive.			
E124	**Physical activity and active travel / Transport** The report identifies how walkers, cyclists and horse riders (WCH) will be impacted through the loss or change in formal Public Rights of Way (PRoW), open space and the existing road network. Active travel forms an important part in helping to promote healthy weight environments and as such it is important that any changes have a positive long-term impact where possible. Changes to WCH routes have the potential to impact on usage, create displacement to other routes and potentially lead to increased road traffic collisions. We welcome the scheme's opportunity to enhance the existing infrastructure that supports active travel and physical activity. We expect good consultation with local agencies and the community to further identify improved provision for active travel, physical activity and access to green space. In particular, there may be opportunities to improve active travel access to Parrenthorn High School. Potential enhancements should be considered in consultation with the school and local authority.		N	The Applicant confirms that the assessment, which concludes a neutral impact during construction and operation in all wards except Besses, where a slight negative (not significant) impact during construction is expected, has considered health implications of changes to the Public Rights of Way and active travel network as set out in section 12.18 (under the heading 'Accessibility for walking and cycling') in Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1). The Applicant notes the recommendations regarding enhancement to active travel. The Scheme will not impact on the connectivity of local communities. Permanent diversions are being provided for all affected Public Rights of Way. The aims of the Scheme relate to reducing peak congestion, delivering journey time reliability, and improving safety on this section of the motorway network. Therefore, the Applicant considers that proposals for new pedestrian, cyclist and equestrian infrastructure at Haweswater Aqueduct are not within the scope of the Scheme. However, the Applicant has sought to produce a Scheme design which does not preclude future upgrades to the local walking, cycling and horse-riding network. The Applicant is considering opportunities to improve the permissive path through Haweswater Aqueduct underpass which presently connects Parrenthorn Road, south of the M60, with Derwent Avenue and Heybrook Close, north of the M60. This would provide an improved active travel link between Parrenthorn High School and the community north of the M60 outside of delivery of the Scheme in partnership with other organisations such as Bury Metropolitan Borough Council and Transport for Greater Manchester. Pole Lane/Mode Hill Lane and Egypt Lane will continue to be connected via the public footpath which will be re-aligned around the new Northern Loop and to the east of the M66 which ultimately connects with Hills Lane bridge over the M66 this will essentially be as per the existing arrangement, albeit with a new footway around the loop. More information is included in the Streets, Rights of Way, and Access Plans (TR010064/APP/2.5). The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
E124	The PEIR (Chapter 13) identifies the use of Oak Lane, Ross Avenue and Phillips Park Road as a construction vehicle access route for initial enabling works for up to 6 months, involving approximately 30,000 HGV movements (13.10.15). The chapter inadequately considers potential impacts on active travel, loss of amenity (noise		N	The Applicant can confirm that since the publication of the Preliminary Environmental Information Report (see Annex L of the Consultation Report Annexes (TR010064/APP/5.2) and following the statutory consultation held between 15 February and 28 March 2023, Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme. No access through Oak Lane, Ross Avenue and Phillips Park

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	and air quality) and potential impacts on road safety. The PEIR also fails to account for LGV or worker construction traffic movements in addition to estimated HGV movements. Access via these residential streets appears completely unsuitable, being narrow, with obvious pavement parking preventing two-way HGV movements and the presence of highly vulnerable populations within these residential streets. The use of these residential streets is also considered within Chapter 12 (12.10.29) which identifies approximately 3,000 HGV movements over the course of 3-6 months. There is a clear inconsistency in this estimate and in both cases the total number of vehicle movements should be considered, not just HGVs. The noise chapter also identifies that Ross Avenue and Oak Avenue will be used to transport earthworks material away from pond 6 if the alternative route is not available. Neither chapter identifies any potential alternative routes. Additionally, Philips Park Road would also be used by construction vehicles which may require a substantial diversion route if access to the public cannot be maintained on safety grounds (13.10.15). This will involve temporary severance issues.			Road for construction vehicles is required and so the potential effects on the community and health as noted by UK Health Security Agency / Office for Health Improvements and Disparities have been avoided.
E124	**Recommendations** The overall risk to WCH and impact on active travel should be considered on a case-by-case basis, taking into account the number and type of users and the effect that the temporary traffic management system will have on their journey and safety. The sensitivity of each PRoW and subsequent assessment of significance should be informed by usage surveys. The impacts on the local road network resulting from construction of the scheme should be identified in more detail and utilise current industry guidance in the form of the IEMA Guidelines for the environmental assessment of road traffic (GEART). The estimate of vehicle movements should consider HGV, LGVs, worker movements and any other associated construction traffic. The ES should identify alternative route options for construction traffic associated with Pond 6 and report on subsequent impacts and evidence on the final choice of route options.		N	The Applicant can confirm that since the publication of the Preliminary Environmental Information Report (see Annex L of the Consultation Report Annexes (TR010064/APP/5.2) and following the statutory consultation held between 15 February and 28 March 2023, Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme. No access through Oak Lane, Ross Avenue and Phillips Park Road for construction vehicles is required and so the potential effects on the community and health as noted by UK Health Security Agency / Office for Health Improvements and Disparities have been avoided.
E111	**Location: M60 JUNCTION 18 SIMISTER ISLAND INTERCHANGE Proposal: PRELIMINARY DESIGN CONSULTATION (FEBRUARY – MARCH 2023)** Thank you for allowing United Utilities the opportunity to comment on the preliminary design for the M60 Motorway Junction 18 Simister Island Interchange improvements. We understand that your proposals are evolving with a view to formally submitting your application for a Development Consent Order	United Utilities	N	The Applicant acknowledges United Utilities' response. The Applicant has continued to engage with United Utilities following the end of the statutory consultation held between 15 February and 28 March 2023. Further details can be found in Chapter 3 of the Consultation Report (TR010064/APP/5.1).

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	(DCO). It is important that we highlight that the costs for assessing the impact on our assets will be recoverable. Please can you contact us so that this can be discussed further. We have conducted an initial review of the Provisional Order Limits, however, we request continued engagement to ensure any of our concerns are adequately addressed and to ensure appropriate protective provisions are agreed. In the interim, we wish to provide the following initial comments for your consideration.			
E111	**1.Our Assets and Property** UUW will not allow building over or in close proximity to a water main.		N	The Applicant confirms that the Scheme design does not include plans to build over an existing water main maintained by United Utilities. The Applicant will continue to engage with United Utilities in respect of any works in close proximity to any existing water mains and will agree Protective Provisions as necessary within the draft Development Consent Order (TR010064/APP/3.1).
E111	UUW will not allow a new building to be erected over or in close proximity to a public sewer or any other wastewater pipeline. This will only be reviewed in exceptional circumstances. You should not assume that our assets can be diverted.		N	The Applicant confirms that the Scheme design does not include plans to construct new buildings over or in close proximity to a public sewer. With regards to the diversion of assets, the Applicant has submitted preliminary enquiries and details of the Scheme to UUW in the form of a Budget Estimate Enquiry. Engagement has been undertaken with UUW to understand the scope for the Budget Estimate and identify diversionary requirements. UUW have provided the Applicant with the Budget Estimate for diversions of their apparatus. The Applicant will engage with UUW in the detailed design stage to commence Detailed Estimate Enquiries.
E111	We would expect to see plans showing the proposals in relation to any existing United Utilities' assets and infrastructure as part of the DCO. In accordance with our separate correspondence to you, we would be grateful if you can provide the latest information on the proposed works and any associated development in a shp file format. The latest shp file data that we currently have appears to be inconsistent with the proposed plans that you have published for consultation.		N	The Applicant confirms that the planned works are detailed in Schedule 1 of the draft Development Consent Order (TR010064/APP/3.1) and on the Work Plans (TR010064/APP/2.4). The Applicant has liaised with United Utilities and the latest Scheme plans and shape file have been shared with the relevant personnel.
E111	**Water Mains and Public Sewers** There are a range of water mains including large diameter trunk mains within the proposed draft Order Limits. These assets include the Haweswater Aqueduct which is a major water supply asset. There are also a range of public sewers including large diameter sewers and rising sewers. Further dialogue and agreement in respect of these assets is required. Our wastewater assets include the Mersey Valley Sludge Pipeline which is a high pressurised sludge pipeline. It is a 400mm ductile iron pipeline which runs from Oldham Wastewater Treatment Works in Greater Manchester via a series of wastewater treatment works in the Mersey Valley before terminating at Liverpool Wastewater Treatment Works. The pipeline is laid and operated under the 1977 North West Water Authority Act. It operates at pressures up to 25 bars (375 psi) and a flow rate of up to 205 litres/sec.		N	The Applicant has followed the process defined within New Roads and Street Works Act 1991 and identified United Utilities apparatus within the Scheme's Order Limits through on-site surveys, desktop surveys, and engagement with United Utilities. Through this process and engagement with the United Utilities Developer, the Applicant has been able to identify the United Utilities apparatus within the Scheme's Order Limits. The assets are located adjacent to the M60 and M66, with some assets crossing the M60 between Balmoral Avenue and Warwick Close. The Applicant is aware of the Mersey Valley Sludge Pipeline which is within the Scheme's Order Limits but will not be affected by the works.
E111	It is critical that you engage with us further on the protection of our assets.		N	The Applicant has submitted preliminary inquiries and details of the Scheme to United Utilities in the form of a Budget Estimate Enquiries. Engagement has been undertaken with

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	You must comply with our Standard Conditions document. This should be taken into account in the final proposals, or a diversion may be necessary. Unless there is specific provision within the title of the property or an associated easement, any necessary disconnection or diversion required as a result of any development will be at the applicant's expense.			the United Utilities to understand the scope for the Budget Estimate and identify diversionary requirements. United Utilities have provided the Applicant with the Budget Estimate for diversions of their apparatus. The Applicant will engage with United Utilities in the next stage to commence Detailed Estimate Enquiries. The Applicant confirms compliance with United Utilities' Standard Conditions Document. United Utilities will have the benefit of the protective provisions in Part 1 of Schedule 9 of the draft Development Consent Order (TR010064/APP/3.1) which apply to all electricity, gas, water, and sewerage undertakers.
E111	It is the applicant's responsibility to demonstrate the exact relationship between any United Utilities' assets and the proposed development. You should investigate the existence and the precise location of water and wastewater pipelines as soon as possible as this could significantly impact the preferred site layout and/or diversion of the asset(s) may be required. Where United Utilities' assets cross the proposed Order Limits, you must contact United Utilities prior to commencing any works on site, including trial holes, groundworks or demolition. As noted above, you should not assume that our assets can be diverted. However, if you are considering a diversion, you should contact United Utilities at soon as possible as you may find that a diversion is not possible. In some circumstances, usually related to the size and nature of the assets impacted by proposals, developers may discover that the cost of a diversion is prohibitive in the context of their development scheme. Unless there is specific provision within the title of the property or an associated easement, any necessary disconnection or diversion of assets to accommodate development, will be at the applicant's/developer's expense. We might have operational constraints or long lead items that impact on your programme.		N	No works on the Scheme will be undertaken prior to United Utilities being contacted in relation to assets that cross the proposed Order Limits. The Applicant has followed the process defined within New Roads and Street Works Act 1991 and identified United Utilities apparatus within the Scheme's Order Limits through on-site surveys, desktop surveys and undertaken engagement with the United Utilities Team. Through this process and consultation with the United Utilities, the Applicant has been able to identify and map out the United Utilities apparatus within the Scheme's Order Limits. The Applicant has included the necessary Protective Provisions for United Utilities apparatus retained within the Scheme's Order Limits. These are detailed within Schedule 9 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant acknowledges that the any necessary disconnection or diversion of assets will be at the Applicants expense. During the detailed design development engagement with United Utilities will continue, with the requirements for diversionary works and associated easements.
E111	Where United Utilities' assets exist, the level of cover to our pipelines and apparatus must not be compromised either during or after construction and there should be no additional load bearing capacity on our assets without prior agreement with United Utilities. This would include earth movement and the transport and position of construction equipment and vehicles. The applicant should therefore give careful consideration to the implications of any changes in proposed land levels. Any such changes will need to be agreed with United Utilities. You must also give careful consideration to any proposed crossing points (access points and services) as well as any landscaping and biodiversity proposals in the vicinity of our assets. Our Standard Conditions document includes details of trees and shrubbery suitable for planting in the vicinity of our assets. Deep rooted shrubs and trees should not be planted near to our apparatus.		N	The Applicant will not alter the level of cover to existing United Utilities apparatus without prior agreement. Where temporary crossing points are required over United Utilities apparatus, the respective protective measures will be agreed in advance with United Utilities and any necessary attendances put in place. The Applicant has included the necessary Protective Provisions for United Utilities retained within the Scheme's Order Limits. These are detailed within Schedule 9 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant confirms adherence to United Utilities Standard Conditions Document when designing and undertaking planting within the vicinity of their apparatus The Applicant will agree in advance with United Utilities prior to any planting works taking place.
E111	Consideration should also be applied to United Utilities' assets which may be located outside the Provisional Order Limits. Any construction		N	The Applicant confirms compliance with United Utilities 'Standard Conditions for Works Adjacent to Pipelines' where their apparatus is outside the Order Limits but may be affected

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	activities in the vicinity of our assets must comply with our 'Standard Conditions for Works Adjacent to Pipelines' and national building standards. You must contact United Utilities for advice as your proposal is in the vicinity of water or wastewater pipelines and apparatus. It is your responsibility to ensure that United Utilities' required access is provided within your proposal and that our infrastructure is appropriately protected. The developer would be liable for the cost of any damage to United Utilities' assets resulting from their activity.			by works within the vicinity. However, the Applicant does not expect this to be applicable for this Scheme based on survey and design work undertaken to date and consultation with United Utilities. The Applicant has included the necessary Protective Provisions for United Utilities apparatus retained within the Scheme's Order Limits. These are detailed within Schedule 9 of the draft Development Consent Order (TR010064/APP/3.1).
E111	**Vibration, Loading and Settlement** United Utilities requests that the impact of the proposed development includes an assessment of any potential settlement and vibration on United Utilities' assets. Similarly, any loading on United Utilities' assets during operation or during construction requires further consideration with United Utilities.		N	The Applicant has submitted preliminary inquiries and details of the Scheme to United Utilities in the form of a Budget Estimate Enquiries. Engagement has been undertaken with United Utilities to understand the scope for the Budget Estimate and identify diversionary requirements. United Utilities have provided the Applicant with the Budget Estimate for diversions of their apparatus. The Applicant will engage with United Utilities in the next stage to commence Detailed Estimate Enquiries. Detailed consideration will be given to vibration, loading and settlement on any United Utilities apparatus in detailed design and through the Detailed Estimate Enquiries process.
E111	**Storage of Equipment and Materials within Easements / Offset Areas for Access and Maintenance** United Utilities has not undertaken a detailed assessment of where equipment and/or materials are proposed to be stored within a United Utilities' easement / area required for access and maintenance. You should ensure that these are not located on our assets and do not affect our right to access our assets. United Utilities does not usually allow the easement area, easement width or the necessary offset distance from our assets to be obstructed or impeded in any way. This is due to, but not limited to: - loading implications of the asset and probability of asset failure; - implications on access and maintenance of the asset, especially for critical assets; - security of supply; and - health and safety implications.		N	The Applicant has submitted preliminary inquiries and details of the Scheme to United Utilities in the form of Budget Estimate Enquiries. Engagement has been undertaken with United Utilities to understand the scope for the Budget Estimate and identify diversionary requirements. United Utilities have provided the Applicant with the Budget Estimate for diversions of their apparatus. The Applicant will engage with United Utilities in the next stage to commence Detailed Estimate Enquiries. Using the information collated through the above process, the Scheme has positioned temporary working and storage areas away from United Utilities apparatus to ensure no impact and continuity of their access. The Applicant will undertake further investigation and trial holes where required to confirm the position of United Utilities apparatus and ensure exclusion zones are established for any temporary construction works. The Applicant has included the necessary Protective Provisions for United Utilities retained within the Scheme's Order Limits. These are detailed within Schedule 9 of the draft Development Consent Order (TR010064/APP/3.1).
E111	United Utilities reserves the right to instruct the removal of the equipment and materials located within the easement / access and maintenance offset area. United Utilities requires further consultation and supplementary information to discuss any affected assets.		N	The Applicant acknowledges United Utilities' reservation of the right to instruct the removal of the equipment and materials located within any easements / access, and maintenance offset areas. The Applicant will continue to engage United Utilities including during construction of the Scheme.
E111	**Construction Compounds / Construction Traffic** We wish to emphasise that construction compounds should not be located on top of our apparatus. This is because we require unrestricted access for maintenance, repair, and replacement to discharge our statutory duties. Similarly, detailed consideration will need to be given to any proposed construction traffic routes to assess the impact on our assets. It will be necessary to ensure that any		N	The Applicant confirms that no construction compounds will be located on top of existing apparatus or within the easement of existing apparatus. Some construction traffic routes will cross existing United Utilities apparatus, including the Haweswater Aqueduct. The Applicant has begun consultation with United Utilities on these interfaces. Detailed consideration and design work will be given to these interfaces as well as consultation with United Utilities throughout.

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	approach to construction is the subject of a construction management plan to address a range of issues including the protection of our assets as well as any wider impact on our operations.			The Applicant has included the necessary Protective Provisions for UU assets retained within the Scheme's Order Limits. These are detailed within Schedule 9 of the draft Development Consent Order (TR010064/APP/3.1).
E111	**Ecological Mitigation and Biodiversity Net Gain** We wish to emphasise that ecological mitigation and the delivery of areas for biodiversity net gain should not be located on top of our apparatus. This is because we require unrestricted access for maintenance, repair and replacement to discharge our statutory duties.		N	The Applicant confirms adherence to United Utilities Standard Conditions Document when designing and undertaking planting within the vicinity of United Utilities apparatus. This will be agreed in advance with United Utilities prior to any planting works taking place.
E111	**Property Interests** Within the draft Order Limits, we have property interests which include legal easements. These are in addition to our statutory rights for inspection, maintenance and repair. The easements have restrictive covenants that must be adhered to. It is the responsibility of the developer to obtain a copy of the document, available from United Utilities Legal Services or Land Registry and to comply with the provisions stated within the document. Under no circumstances should anything be stored, planted or erected on the easement width. Nor should anything occur that may affect the integrity of the pipes or the legal right of United Utilities to 24-hour access. We wish to discuss with you the implications for our land interests. We request that you contact our Property team to discuss how the proposals affect our land interests and to ensure no detrimental impact.		N	The Applicant acknowledges the property interests which United Utilities hold within the Scheme's Order Limits. The Applicant has included the necessary Protective Provisions for United Utilities apparatus and property interests within the Scheme's Order Limits. These are detailed within Schedule 9 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has identified United Utilities land interest affected by the Scheme and these are set out in the Book of Reference (TR010064/APP/4.3). The Applicant will continue to discuss with United Utilities any impacts on their land interest during construction and operation of the Scheme.
E111	**2.Flood Risk** Existing drainage systems are often dominated by combined sewers. This method of sewer infrastructure is a result of the time it was constructed, with combined sewers taking both foul and surface water. If there is a consistent approach to surface water management, it will help to manage and reduce surface water entering the sewer network, decreasing the likelihood of flooding from sewers, the impact on residents and businesses, and the impact on the environment. Whilst we do all that we can to reduce the risk of sewer flooding, there remains a residual risk, which is a source of flooding that should be considered in your Environmental Statement (ES). National policy is clear that flood risk from all sources, including sewers, must be considered in the delivery of new development. As such, it is important to ensure that the assessment of flood risk includes sewer flood risk. It should be ensured that your proposed development does not result in an increase in flood risk from the public sewer as a result of: - any proposed new drainage connections to the public sewer. This is considered in further detail below; - by altering any existing exceedance flood paths of losses from the public sewer;		N	The Applicant can confirm that sewer flooding as a source of flood risk is considered in the assessment. Full details can be found in Appendix 13.6 Flood Risk Assessment of the Environmental Statement Appendices (TR010064/APP/6.3). The Scheme will result in an increase in impermeable area to be drained by the drainage system. Without mitigation this will increase the rate of surface water runoff and could exacerbate downstream flood risk. Embedded mitigation through the storage and attenuation of additional runoff would ensure that there is no increased risk on receiving drainage networks. This is reflected in commitment W4 of the Register of Environmental Actions and Commitments, contained within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Liaison with United Utilities has taken place during the development of the Scheme, and in particular in relation to the drainage networks. Full details of the Scheme drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental; Statement Appendices (TR010064/APP/6.3).

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	- as a result of any diversions / works to watercourses or existing sewers which could materially affect hydraulic performance and therefore change / increase any risk of flooding; - as a result of any changes in ground levels which could materially change existing sewer flood risk; or - as a result of any changes to land or property currently affected by existing hydraulic sewer flooding incidents. We therefore request that your ES considers flood risk from the public sewerage system in liaison with United Utilities so that the above matters are fully considered. The exceedance paths of any modelled sewer flood risk should not be affected by the proposed development. This requires further consideration in liaison with United Utilities.			
E111	**Impact on Watercourses** If you are proposing any changes to watercourses as a result of your application, we would wish to liaise with you to confirm the impact on any watercourses that interact with our assets to ensure that there are no detrimental consequences of these works in terms of asset operation, flood risk and changes to fluvial geomorphological processes.		N	The Applicant confirms there will be limited changes (or impacts) to watercourses as a result of the Scheme. Full details on changes to fluvial geomorphological processes and flood risk can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1) and Appendix 13.6 Flood Risk Assessment of the Environmental Statement Appendices (TR010064/APP.6.3).
E111	**3.Drainage** **Surface Water Management Hierarchy** We wish to emphasise that consistent with the principles of the hierarchy for the management of surface water in national planning policy and the obligations of the Environment Act 2021, no surface water will be allowed to discharge to the existing public sewerage system. Surface water should instead discharge to more sustainable alternatives as outlined in the surface water management hierarchy. This will ensure the impact of development on public wastewater infrastructure, both in terms of the wastewater network and wastewater treatment works, is minimised. We adopt this position as surface water flows are very large when compared with foul flows. By ensuring that no surface water enters the public sewerage system, the impact on customers, watercourses and the environment will be minimised. We would be grateful if you can confirm details of any drainage proposals in respect of your proposed highway drainage. This should include details of any drainage proposals during the construction period.		N	The Applicant confirms the Scheme design includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. Swales and ponds will be sized to contain the 1 in 100-year storm plus 30% allowance for climate change. The discharges from the drainage either discharge to receiving watercourses or tie back into the highway drainage network (to be discharged elsewhere), depending on the location. The ponds have been designed to retain water under a number of design events including an allowance for increases in rainfall intensities owing to climate change. Where existing outfalls are present, then discharge rates will be maintained at the existing flow rate (which have been modelled). Where new outfalls are located these will discharge at the greenfield runoff rate or 2l/s/ha whichever is greater (in line with Construction Industry Research and Information Association guidance). Developments are not knowingly allowed to increase flood risk downstream hence the inclusion of flow control measures within the drainage design of the Scheme.

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				Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The ponds are also required for water treatment. A detailed assessment of water quality has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Appendix 13.2. Water Quality Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). This specifically looks at the issues arising from routine runoff from the road surface during operation. The assessment of potential impacts uses the Highways England Water Risk Assessment Tool, as detailed in National Highways' Design Manual for Roads and Bridges LA 113. Highways England Water Risk Assessment Tool is a multi-step approach to assess the impacts of pollutants. Where impacts are identified recommendations to include Sustainable Drainage Systems have been incorporated into the design. Sustainable Drainage Systems (swales, attenuation ponds etc.) allow the water from the highway to be treated before being released. The results of the assessments suggest that all discharges from the Scheme are below the environmental quality standard thresholds for water quality. The Applicant has liaised with United Utilities to discuss the Scheme, including the drainage networks, and the public sewer connections. Following these discussions, the connections to the United Utilities existing apparatus were confirmed as acceptable, at agreed discharge rates. Mitigation measures have been developed which considers the water management measures that are required during construction. These are outlined in the First Iteration Environmental Management Plan (TR010064/APP/6.5). Water management measures will be in place to treat waters containing elevated concentrations of contamination. The outline water management measures will continue to be developed alongside the detailed design prior to the start of construction. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
E111	Please note, United Utilities is not responsible for advising on rates of discharge to the local watercourse system. This is a matter for discussion with the Lead Local Flood Authority and / or the Environment Agency (if the watercourse is classified as main river). There should be no land drainage, including dewatering proposals, discharged to the public sewer. We would like to highlight that United Utilities is under no obligation to accept highway drainage to the public sewer and therefore an alternative solution must be delivered.		N	The Applicant can confirm that consultation has been undertaken with Bury Metropolitan Borough Council as the Lead Local Flood Authority to discuss and agree discharge rates. The details of which are outlined in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3).

Statutory Consultation under s42(a) of the 2008 Act with Prescribed Consultees				
Respondent ID:	**Response:**	**Prescribed Consultee(s):**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
E111	**Rights to Discharge to Watercourse or Other Receiving Water Body** Given the importance of surface water discharging to an alternative to the public sewer, we request that all land that is necessary to facilitate a discharge to a watercourse is fully identified within the Order Limits. This will ensure the Order benefits from the requisite rights of discharge to more sustainable alternatives than the public sewer for the management of surface water, e.g., a right to discharge to a watercourse or other water body. For clarity, the extent of land should be sufficient to facilitate a surface water discharge to a watercourse / water body for all elements of the pipeline route. Ensuring that the extent of land within the Order Limits and the supporting ES is sufficient for the purposes of the discharge of surface water is important as a sewerage company has no power to acquire the right to discharge surface water to a water body under the Water Industry Act. It is equally important to ensure that any existing outfalls that it may be necessary to relocate as a result of any watercourse / culvert diversion are delivered under the powers of the Order.		N	The Applicant can confirm that the Order Limits for the Scheme include all land required to discharge to a watercourse from the drainage associated with the Scheme. Drainage discharge / outfall locations shown on the following Development Consent Order documents: • TR010064/APP/2.2 – General Arrangement Plans • TR010064/APP/6.2 - Figure 13.2: Outfall Locations of the Environmental Statement Figures • TR010064/APP/6.3 – Figure 4-1 of Appendix 13.7 Drainage Strategy Report of Environmental Statement Appendices further details of the land required to construct and operate the Scheme can be found on the Land Plans (TR010064/APP/2.3). The drainage network within the Scheme extents has been assessed and elements of this network will be upgraded as part of the Scheme. It is intended that, by upgrading the drainage throughout the Scheme, any pre-existing drainage issues within the Scheme extent will be resolved. The Scheme includes a drainage design which has taken into account flooding risk, details of which are outlined in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of National Highways' Design Manual for Roads and Bridges CG501 - 'Design of highways drainage systems'. The discharges from the drainage are either released to nearby watercourses or tie back into the highway drainage network (to be discharged elsewhere), depending on the location. The provision of attenuation ponds has been designed to retain water under a number of design events including an allowance for increases in rainfall due to climate change and be released at rates agreed with the Lead Local Flood Authority (Bury Metropolitan Borough Council). Full details are outlined in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3).
E111	**Multi-functional Sustainable Drainage Systems** We request that surface water is only managed via sustainable drainage systems which are multi-functional and at the surface level in preference to conventional underground piped and tanked storage systems. Wherever practicable, Sustainable Drainage Systems (SuDS) should be implemented in accordance with the CIRIA SuDS manual. Managing surface water through the use of SuDS can provide benefits in water quantity, water quality, amenity and biodiversity.		N	The Applicant confirms that full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems' which is part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, the use of Sustainable Drainage Systems has been considered and implemented in accordance with the Construction Industry Research and Information Association Sustainable Drainage Systems Manual to provide the multi-functional benefits in water quantity, water quality, amenity, and biodiversity. Further details are available in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3).
E111	**Management and Maintenance of Sustainable Drainage Systems** Without effective management and maintenance, sustainable drainage systems can fail or become ineffective. As a provider of wastewater services, we believe we have a duty to advise the determining authority of this potential risk to ensure the longevity of the surface water drainage system and the service it provides to people. We also wish to minimise the risk of a sustainable drainage system having a detrimental impact on the public sewer network should the two systems interact. We therefore recommend that you		N	The Applicant confirms that full details of the drainage strategy including the maintenance obligations and regimes can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3).

Statutory Consultation under s42(a) of the 2008 Act with Prescribed Consultees				
Respondent ID:	**Response:**	**Prescribed Consultee(s):**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
	include details of a management and maintenance regime for any sustainable drainage system that is included as part of the proposed development. Please note United Utilities cannot provide comment on the management and maintenance of an asset that is owned by a third-party management and maintenance company. We would not be involved in the approval of the management and maintenance arrangements in these circumstances.			
E111	**4.Geo Environmental / Geotechnical** **Water Environment / Contaminated Land** You should ensure that your proposal has no unacceptable impact on the water environment including the groundwater environment. United Utilities also requests that the assessment of potential environmental impact from contamination fully considers the impact on our assets, water resources and water quality as a result of construction of the proposed development.		N	The Applicant confirms that full details of the groundwater assessment can be found in Appendix 13.4 Groundwater Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). This assesses the potential risk from the Scheme to the groundwater environment as a result of the construction activities required to construct and operate the Scheme. The assessment also considers impacts to identified water environment receptors within the study area. Full details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The summary of these assessments is that groundwater drawdown at excavations would impact aquifers due to the dewatering effect within the potential zone of influence. These excavations would affect superficial deposits only. Considering the scale of the superficial aquifers across the study area any dewatering would be expected to have a minor adverse magnitude of impact, resulting in a slight adverse significance of effect. The assessment of impacts to water quality and quantity on groundwater abstractions was found to be not significant as no dewatering impacts are expected on licenced groundwater water abstractions. Impacts relating to existing groundwater quality or impacts from contaminated land are covered in Chapter 9 Geology and Soils of the Environmental Statement (TR010064/APP/6.1). In summary, the potential impact on controlled waters from soil leachate and groundwater contaminants is not considered significant to require remediation in order to facilitate the Scheme. The soil leachate and groundwater chemical exceedances recorded are considered to be reflective of background concentrations within the wider area, rather than on-site contamination sources.
E111	**5.Water Supply Requirements** We request that you provide details of any water supply requirements for construction. This should include details on rates of water supply required in litres per second. The details of water supply required should include details for any fire response purposes that may be necessary. For temporary related activities, such as construction compounds and workers accommodation, early consideration of any water supply requirements will also be required. If reinforcement of the water network is required to meet potential demand, this could be a significant project and the design and construction period should be accounted for.		N	The Applicant has liaised with United Utilities in respect to the Scheme. The rates of water supply that are required during construction are still being assessed and will be confirmed during detailed design. The current forecast for the duration of construction is approximately three and a half years. It is expected that the construction compound would be operational for the entirety of this duration and that a temporary connection to the compound would be required throughout the duration for water supply.

Statutory Consultation under s42(a) of the 2008 Act with Prescribed Consultees				
Respondent ID:	**Response:**	**Prescribed Consultee(s):**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
E111	**6.Future Growth and Infrastructure Needs** We request the opportunity to liaise with you to consider any growth which is proposed in the vicinity of the proposed works and the associated water and wastewater requirements. In particular, we are very mindful of the growth that is proposed within this area in the emerging Greater Manchester Spatial Framework, now referred to as 'Places for Everyone', which is nearing adoption. We are keen to ensure that the necessary infrastructure and connection points to facilitate any proposed growth locations are most appropriately managed and this may necessitate close liaison with you as part of your highway improvement works to ensure that this infrastructure is available and accommodated in the detail of your design.		N	The Applicant will continue to engage with United Utilities as the Scheme progresses. Further details of the engagement that has taken place can be found in Chapter 3 of the Consultation Report (TR010064/APP/5.1).
E111	**7.General Advice** If you intend to request water and/or wastewater services from United Utilities, you should visit our website for advice. This includes seeking confirmation of the required metering arrangements for the proposed development. If the proposed development site benefits from existing water and wastewater connections, the applicant should not assume that the arrangements will be suitable for the new proposal. To avoid any unnecessary costs and delays being incurred by the applicant or any subsequent developer, we strongly recommend the applicant seeks advice regarding water and wastewater services, and metering arrangements, at the earliest opportunity. Please see 'Contacts' section below.		N	The Applicant acknowledges the importance of seeking advice regarding water and wastewater services, and metering arrangements at the earliest convenience to avoid any unnecessary costs and delays. The Applicant will continue to engage with United Utilities as the Scheme progresses.
128	The Canal & River Trust has no comments to make as the proposed works would not impact the waterways we own and manage.	Canal & River Trust	N	The Applicant notes the Canal and River Trust's response.
E022	We're in receipt of your letter dated 13th Feb 2023 and we have considered the plans related to the M60/M62/M66 Simister Island Interchange. We don't believe there are any Network Rail interfaces based on the plans provided, and we believe that you ought to consult with TfGM (to the extent you haven't already).	Network Rail	N	The Applicant can confirm consultation with Transport for Greater Manchester has taken place. Further details on this engagement can be found in Chapter 3 of the Consultation Report (TR010064/APP/5.1). The Applicant also agrees with Network Rail that there are no interfaces with the Scheme.

Q.2 Statutory Consultation under s42(b) of the 2008 Act with Local Authorities

The tables provided below evidence the regard had to responses received to National Highway's statutory consultation in accordance with s49 of the 2008 Act. Specifically, the table below, provides how National Highways have responded to responses received from Local Authorities under s42(b) of the 2008 Act.

Statutory Consultation under s42(b) of the 2008 Act with Local Authorities				
Respondent ID:	**What you said:**	**Local Authority:**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
E131	M60 Simister Island Junction 18 scheme consultation response As leader of Bury Council, I am writing to offer our wholehearted support for the proposed Simister Island J18 scheme.	Bury Council Leader of the Council	N	The Applicant acknowledges Bury Metropolitan Borough Council's support for the Scheme.
	We are fully supportive of the benefits that the proposed investment will bring in terms of helping to resolve the long-standing congestion issues at this major junction, that has impacted on journey times, reliability, safety, and the environment in this part of the city region.		N	The Applicant acknowledges Bury Metropolitan Borough Council's support of the benefits the Scheme will deliver. Further details of the Scheme benefits can be found in the Case for the Scheme (TR010064/APP/7.1).
	The proposed investment will play an important role in helping Greater Manchester deliver our ambitious plans for economic growth along the M62 corridor. Atom Valley, a designated 'Mayoral Development Zone', will deliver 1.6m sq.m new employment floorspace, 7,000 new homes and play a critical role in helping us to address longstanding issues of economic underperformance across Bury, Rochdale and Oldham.		N	The Applicant acknowledges the role the Scheme will bring in supporting Greater Manchester's plans for economic growth along the M62 corridor.
	Finally, and following on from your earlier consultations with elected members in Bury during 2020, I am delighted to see that our preferred option of the 'Northern Loop' is the scheme being progressed. This option will deliver the maximum benefits for our local residents and businesses, as well as the movement of traffic across the north-west road network.		N	The Applicant acknowledges Bury Metropolitan Borough Council's support for the Northern Loop as the preferred option. Further details on the option selection process can be found in Chapter 3, Assessment of Alternatives in the Environmental Statement (TR010064/APP/6.1) and the Consultation Report (TR010064/APP/5.1).
	I hope this letter helps conveys the level of support for the scheme from Bury Council and the importance with which we view the scheme in the context of our ambitious plans for economic growth.		N	The Applicant acknowledges the comments made by Bury Metropolitan Borough Council.
E115	Manchester City Council M60 Junction 18 Simister Island Interchange Proposals Response to consultation – 28th March 2023 Manchester City Council as a neighbouring Local Authority within Greater Manchester notes that	Manchester City Council	N	The Applicant acknowledges Manchester City Council's support for the Scheme and its alignment with the Greater Manchester Transport Strategy 2040.policy objectives. The alignment with the strategy is noted in the Case for the Scheme (TR010064/APP7.1).

Statutory Consultation under s42(b) of the 2008 Act with Local Authorities				
Respondent ID:	**What you said:**	**Local Authority:**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
	improvements to the M60/M62/M66 interchange at Simister aligns with the Greater Manchester Transport Strategy 2040 (GMTS 2040) policy objectives, which "aims to contribute to delivering sustainable economic growth, improve quality of life and protect the environment". The Simister Interchange scheme is expressly identified on page 92 of GMTS 2040 as part of the suite of planned investment in Greater Manchester's Strategic Road Network which is described as key to the delivery of a more reliable northern highways network.			
	We note the importance of this section of motorway for trips that originate and / or have their destination outside Greater Manchester. GMTS 2040 recognises that given the dispersed nature of such trips, they are more difficult to replace with public transport, and are of a length distance whereby Active Travel is unlikely to be a realistic alternative. This is recognised in the 'Right Mix' targets contained within the strategy, where the share envisaged for active modes and public transport is highest for trips to and from the city centre and town centres, with the target for interregional trips being lower.		N	The Applicant acknowledges the comments raised by Manchester City Council in relation to Active Travel. The Applicant is responsible for the Strategic Road Network (SRN) (motorways and major A roads), and therefore the scope of the Scheme has a focus on improvements to road network. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). Partners including Transport for Greater Manchester and local authorities are responsible for wider plans and improvements to encourage use of public transport and active travel in Greater Manchester. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
	Manchester City Council has recently adopted the Manchester Active Travel Strategy and Investment Plan which sets out our vision that everybody in Manchester will be able to walk, wheel or cycle as part of their everyday lives - for school, work, shopping and socialising, in safety, comfort and happiness.		N	The Applicant acknowledges Manchester City Council's comments in relation to the adoption of the Active Travel Strategy. Through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
	The Strategy includes a network plan that provides the basis for how we are going to develop a connected and safe active travel network, both in Manchester and also linking with		N	The Applicant acknowledges the network plan within the Active Travel Strategy

Statutory Consultation under s42(b) of the 2008 Act with Local Authorities				
Respondent ID:	**What you said:**	**Local Authority:**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
	current and future schemes in the neighbouring Local Authority areas.			The Scheme will deliver junction and capacity improvements which will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
	We are committed to working with neighbouring Authorities to ensure cross border connectivity to the wider GM network and support the detailed comments provided by TfGM on recommending potential upgrades to walking and cycling facilities in National Highways Preliminary Environmental Impact Report. The TfGM response has been attached as Appendix A		N	The Applicant acknowledges Manchester City Council's comments.
L09	M60 Simister Island Junction 18 scheme consultation response. As Leader of Rochdale Council, I am writing to offer our wholehearted support for the proposed Simister Island J18 scheme.	Rochdale Council	N	The Applicant acknowledges Rochdale Borough Council's support for the Scheme.
	We are fully supportive of the benefits that the proposed investment will bring in terms of resolving the current serious and long-standing issues that have affected the interchange and impact upon congestion, journey times, reliability, safety, and the environment in this part of the city region.		N	The Applicant acknowledges Rochdale Borough Council's support for the benefits the Scheme will deliver. Further details of the Scheme benefits can be found in the Case for the Scheme (TR010064/APP/7.1).
	We also recognise that importance role that the scheme will play in helping us to deliver our ambitious plans for economic growth along the M62 corridor. Atom Valley, a designated 'Mayoral Development Zone', will deliver 1.6m sq.m new employment floorspace, over 7000 new homes and play a critical role in helping us to address longstanding issues of economic underperformance within this part of the city region.		N	The Applicant acknowledges the role the Scheme will bring in supporting Rochdale Borough Council's plans for economic growth along the M62 corridor.
	Finally, and following on from your earlier consultations with elected members in Rochdale during 2020, I am delighted to see that our preferred option of the 'Northern Loop' is the scheme being progressed. As you will recall, our		N	The Applicant acknowledges Rochdale Borough Council's support for the Northern Loop as the preferred option. Further details on the option selection process can be found in Chapter 3, Assessment of Alternatives in the Environmental Statement (TR010064/APP/6.1) and the Consultation Report (TR010064/APP/5.1).

Statutory Consultation under s42(b) of the 2008 Act with Local Authorities				
Respondent ID:	**What you said:**	**Local Authority:**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
	view was that this is the solution that delivers maximum benefits for the council, our residents and city region. I hope this letter helps conveys the level of support for the scheme from Rochdale Council and the importance with which we view the scheme in the context of our ambitious current and future plans for economic growth.			

Q.3 Statutory Consultation under s42(d) of the 2008 Act with persons with an interest in the land

The tables provided below evidence the regard had to responses received to National Highway's statutory consultation in accordance with s49 of the 2008 Act. Specifically, the table below, provides how National Highways have responded to responses to the Statutory Consultation Brochure, received from land owners under s47 and s48 of the 2008 Act.

Statutory Consultation under s47 & s48 of the 2008 Act with the local community & statutory publicity – Responses to Land Owners				
Respondent ID:	**Question**	**Response:**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
L02	N/A	SIMISTER ISLAND INTERCHANGE - STATUTORY CONSULTATION RESPONSE I write on behalf of our clients [anonymised], who are the trustees for the Wilton Estate, to object to the use of land within their ownership for environmental off-setting purposes on the new Simister Island Interchange development. The land in question which is shown in your proposals as south of Simister Island and adiacent to the M60 and I understand from discussions with Ardent that you are looking at acquiring this land for environmental off-setting purposes. The land hatched below on the attached plan is the Land I am referring to. The land in question is some of the best agricultural land we have on the estate and also has a great deal of hope value for alternative uses as part of any future development in the local area. We would like to understand the need for any off-setting to be located on the proposed land and we would also like to understand on what basis you are looking to acquire this land given that it is not required as part of the actuall construction of the infrastructure project. The land in question is crucial to the farming enterprise of our agricultural tenant who currently occupies the land and removing this land from agricultural production would have a detrimental impact upon his profitability and farming business. We strongly disagree to the proposals including the land in question and would like the opportunity to discuss the matter in more detail.	Y	The Applicant has reviewed the feedback from the statutory consultation held between 15 February 2023 and 28 March 2023 and the required areas of land for environmental mitigation have been substantially reduced because of the removal of land between Whitefield golf course and the M60 eastbound, due to drainage design changes, resulting in less land being required for environmental mitigation elsewhere within the Scheme boundary. The reduction in land was presented in the supplementary consultation map books. The specific change in the land use map book relevant to this interest was reference LU-28. Further details can be found in the Consultation Report (TR010064/APP/5.1). The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. With regards to land use, the permanent (coloured pink) and temporary land (coloured green) use required for the Scheme is illustrated on the Land Plans (TR010064/APP/2.3). The land requirements are optimised as far as possible in line with the overall new infrastructure required and environmental mitigation needed such as landscape planting and provision of new drainage ponds. However, the Applicant will continue to develop the design and will where possible refine the permanent land use even further.
E117	N/A	Dear [anonymised] Re : M60/M62/M66 Simister Island Interchange - Statutory Consultation Our Clients: [anonymised] I write on behalf of the Clients to make representations on their behalf in respect of the above scheme.	Y	The Applicant has reviewed the feedback from the statutory consultation held between 15 February 2023 and 28 March 2023 and the required areas of land for environmental mitigation have been substantially reduced and the design of Pond 2 has been amended. The reduction in land was presented in the supplementary consultation map books. The specific change in the land use map book relevant to this interest was reference LU-24. The change followed clarification on an outfall which was not from the M66 as expected, allowing the pond to be moved further into the corner of the field. Further details are available in the Consultation Report (TR010064/APP/5.1). Where ponds are to be located on agricultural land, their locations have been optimised in terms of land take and are dictated by a combination of the hydraulic modelling of the drainage design as well as

Statutory Consultation under s47 & s48 of the 2008 Act with the local community & statutory publicity – Responses to Land Owners				
Respondent ID:	**Question**	**Response:**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
		Their objection is solely related to the proposed permanent acquisition and use of their land which is allocated for the siting of pond 2 together with use as an ecological compensation area. Our Clients objection to the use of their land, in whole or in part, is as follows: 1. This is the only substantial area of farmland that they own and control outright. All the rest of their premises are rented. This is good, productive land which is in beneficial agricultural use. There is other land in that locality that is not put to beneficial agricultural use that could be used to facilitate the construction of a balancing pond and provision of ecological improvement facilities. 2. Their land is included within the Places for Everyone Draft Plan as part of the Northern Gateway allocation. The land is currently designated for residential development. The inquiry process is now complete, and the Northern Gateway allocation as a whole has remained largely unaffected by the process. It appears that this site has been chosen by the HE design team due to its convenience for the scheme, but surely that must be outweighed by the cost to the public purse when more cost-effective solutions are available?. In so far as the remainder of the scheme design is concerned, our clients do not have any material observations or bjections. I would be grateful if you could acknowledge safe receipt.		the location of the existing outfalls (watercourses or existing culverts). The relevant assessments are presented in Chapter 13 Road drainage and the water environment of the Environmental Statement (TR010064/APP/6.1). It is important that the drainage and water from the highway can reach the ponds and outfalls efficiently, without the need for pumping stations which would require increased land take and also increased capital cost to the Scheme. Further details on the design change can be found in Chapter 5 of the Consultation Report (TR010064/APP/5.1). The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. With regards to land use, the permanent (coloured pink) and temporary land (coloured green) use required for the Scheme is illustrated on the Land Plans (TR010064/APP/2.3). The land requirements are optimised as far as possible in line with the overall new infrastructure required and environmental mitigation needed such as landscape planting and provision of new drainage ponds. However, the Applicant will continue to develop the design and will where possible refine the permanent land use even further. The Applicant acknowledges the request to consider future development sites, specifically 'Places for Everyone'. The modelling of the Scheme does consider future developments and future traffic growths. The modelling of the Scheme traffic model is based on Department for Transport guidance, only includes development sites that are 'Near Certain' and 'More Than Likely'. In areas where there are no future planned developments, background traffic growth predictions provided by the DfT have been used. The modelling excludes development sites where the classification is either 'Reasonably Foreseeable' (i.e., the outcome may happen) or 'Hypothetical' (i.e., there is considerable uncertainty whether the outcome will ever happen). As an example, the details of the Places for Everyone plan, and the associated sites (which include the Northern Gateway sites) are still under development. These development sites / areas are therefore omitted from the modelling and are not reported in the Transport Assessment (TR010064/APP/7.4). Currently the classification for Places for Everyone is 'Hypothetical' (i.e., considerable uncertainty whether the outcome will ever happen). The Applicant is monitoring the progress of Places for Everyone through the planning process, and if the classification of the Places for Everyone plan changes to 'Near Certain' or 'More Than Likely' then these sites can be included in any future modelling.
E132	N/A	Dear Sirs M60/M62/M66 - Simister Island Interchange Section 42(1)(d) Planning Act 2008 1. Introduction 1.1. We are instructed to act on behalf of [removed personal data] who are the joint owners of the freehold	Y	The Applicant has reviewed the feedback received from the statutory consultation held between 15 February 2023 and 28 March 2023 and the required areas of environmental mitigation have been substantially reduced because of the removal of land between Whitefield golf course and the M60 eastbound, due to drainage design changes, resulting in less land being required for environmental mitigation elsewhere within the Scheme boundary. Since the consultation there has been adaptations to the environmental mitigation land proposed in the area surrounding Egypt Lane. The reduction and changes to intended use of land was presented in the supplementary consultation map books. The specific changes in the land use map book relevant to this interest is

Statutory Consultation under s47 & s48 of the 2008 Act with the local community & statutory publicity – Responses to Land Owners				
Respondent ID:	**Question**	**Response:**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
		title to land at [removed personal data] 1.2. The extent of the Land is shown edged red at Appendix 1. 1.3. We write further to your S42 & S44 (Categories 1 & 2) letter dated 24 February 2023. 1.4. The Owners own and have the power to convey part of the land to which the National Highways (NH) M60/M62/M66 Simister Island Interchange (the Project) proposed application relates, and they are therefore a person interested in the land for the purposes of Sections 44(1) and (2) of the Planning Act 2008. 1.5. An indicative overlay showing the overlap between the [removed personal data] and the Project's Statutory Consultation Brochure Provisional Order Limits (Plan Ref: HE548642 GEN SII_MLT DR ZH 0003) is shown hatched at Appendix 2. 1.6. We have reviewed the Project's Map Book Land Use Plans (February 2023) (Plan Ref: HE548642 GEN STK DR ZH 0004), together with the Project's PEIR and Preliminary Design Consultation Brochure. 2. [anonymised] 2.1. [anonymised] forms part of a draft strategic allocation within the 'Places for Everyone' Joint Development Plan Document – Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, Wigan – Publication Draft August 2021 (the draft JDPD). The draft JDPD is currently undergoing examination and is at an advanced stage of preparation. 2.2. Policy JPA 1.1 of the draft JDPD proposes to allocate land [anonymised] as a large, nationally significant location for new employment-led development within what is known as the Northern Gateway opportunity area, between Bury and Rochdale. The draft policy recognises that the scale of the opportunity will help to deliver a significant jobs boost to wider northern and eastern parts of the conurbation, increasing the economic output from this		references LU-10 and LU-29. In respect of LU-10, land located south and east of the new Northern Loop is required during construction (for soils storage, access etc) and now also forms part of the Scheme environmental mitigation once complete. Further details are available in the Consultation Report (TR010064/APP/5.1). The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. With regards to land use, the permanent (coloured pink) and temporary land (coloured green) use required for the Scheme is illustrated on the Land Plans (TR010064/APP/2.3). The land requirements are optimised as far as possible in line with the overall new infrastructure required and environmental mitigation needed such as landscape planting and provision of new drainage ponds. However, the Applicant will continue to develop the design and will where possible refine the permanent land use even further. The Scheme design includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. The location of Pond 1 has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The ponds are also required for water treatment. A detailed assessment of water quality has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Appendix 13.2. Water Quality Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). Alternate options have been considered for pond 1, including within the loop, however the current position is the best performing option. Respondents are able to sign up for updates via the Applicant's Scheme website. This will enable them to receive

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		area and helping to rebalance the Greater Manchester economy. 2.3. While the specific proposals and timings for development within the allocation will be determined by a masterplan process following adoption, the draft JDPD recognises that "it is considered necessary to release the site in full at this stage given that the scale of the proposed development means that it will need to be supported by significant strategic infrastructure and this level of investment needs the certainty that the remaining development and associated economic benefits will still be able to come forward beyond the plan period"1. 2.4. [anonymised] therefore comprises an important and significant landholding within the Policy JPA 1.1 proposed allocation. 2.5. Furthermore, the JPA 1.1 allocation sits within the wider North-East Growth Corridor (draft JDPD Policy JP-Strat 7), which "extends eastwards from Junction 18 of the M62 and incorporates the Atom Valley MDZ [Mayoral Development Zone] to deliver a nationallysignificant area of economic activity and growth". 2.6. The Atom Valley MDZ was formally designated by the Greater Manchester Combined Authority on 29 July 2022, and is one of six 'Growth Locations' across Greater Manchester that is designed to deliver new development, create and retain jobs, offer better job opportunities, enable training and skill development to increase the number of residents in employment. The purpose of the Atom Valley MDZ is to provide a clear mechanism to align public and private sector investment and ensure that there is commitment to the principle to delivering inclusive and sustainable growth. This purpose is proposed to be incorporated into the supporting text to draft Policy JP-Strat 7 of the draft JDPD. 2.7. [anonymised] therefore also comprises a proposed allocation within the Atom Valley MDZ, a strategically important designated growth area. 3. The Impact of the Project on the [anonymised]		updates at key milestones such as confirmation the application for development consent has been accepted for examination by the Planning Inspectorate. Respondents can also register as an Interested Party on the Scheme webpage of the National Infrastructure Planning website following acceptance of the application for development consent for examination. Further details will be publicised at that time in local newspapers as well as on the Applicant's Scheme website.

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		3.1. As is shown by Appendix 2, the Project's preliminary design requires significant permanent acquisition and temporary possession of land within [anonymised]. 3.2. Of this, the Owners consider that the purpose for which land is required falls into three categories: 3.2.1. The Northern Loop – permanent acquisition of land to accommodate the construction of a new loop road to provide a new link between the M60 eastbound to the M60 southbound. 3.2.2. Soil / Materials Storage – temporary possession of land during the construction process. 3.2.3. Environmental Mitigation – permanent acquisition of a triangle of land to the east of the Northern Loop to provide [unspecified environmental] mitigation. 4. Owners' Representation and Partial Objection to the Project 4.1. The Northern Loop 4.1.1. Subject to further review of the final design of the Project (as submitted for development consent as part of any forthcoming application), the Owners recognise that the Northern Loop forms an important element of the overall Project, and that the permanent acquisition of some land within the [removed personal data] is required for its delivery, notwithstanding the likely allocation of this land for employment development pursuant to the draft JDPD. 4.1.2. However, the Owners consider that the indicative locations of the attenuation pond immediately to the east of the Northern Loop (identified as 'Pond 1' in the public consultation document) would require a significant land-take, and that this is reflected in the area of land proposed for permanent acquisition to accommodate them. The Project's consultation materials do not at this stage justify the need for the size or location of this		

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		attenuation pond, and the Owners query why such pond(s) cannot be accommodated within a tighter footprint to the M62/Northern Loop and/or within the Loop itself. Specifically, and by way of illustration, the land falling within the existing 'elbow' of the M66 and M62 (and currently identified for temporary possession) already benefits from highway surface water drainage channels into the existing watercourse and pond system abutting the golf course. Therefore, to the extent that land within the [removed personal data] is permanently required for an attenuation pond, the Owners consider it can be better located with regard to the likely development of the site under the JPA 1.1 allocation. As such, the Owners do not consider that it would be expedient for NH to seek to compulsorily acquire the extent of land currently shown, and that thereis not a compelling case for it to do so. 4.1.3. The Owners would therefore welcome the opportunity to further discuss the rationalisation and relocation of the proposed attenuation ponds and other supporting infrastructure, with the aim of reducing the overall land take from the [removed personal data] and the draft Policy JPA 1.1 allocation. 4.1.4. Please see also Section 5 below regarding the inequitable impacts on landowner interests. 4.1.5. The Owners are in principle willing to enter into discussions with NH at the appropriate time regarding arrangements for the acquisition and transfer of such land as is evidenced to be necessary to deliver the Northern Loop itself, subject to contract and agreement as to compensation. 4.2. Soil / Minerals Storage 4.2.1. Again subject to further review of the final design of the Project (as submitted for development consent as part of any forthcoming application), the Owners recognise that an element of soil and materials storage on or near to the [anonymised] is likely to be necessary. 4.2.2. The Owners are however concerned that the relative locations of i) the land identified for temporary		

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		possession and ii) land proposed to be acquired for environmental mitigation (see Section 4.3 below) will lead to a significant diminution and partial severance of the land proposed to be handed back. 4.2.3. As above, It is not evident from the Project's consultation materials as to why the land identified for the storage of soils and materials cannot also be utilised for environmental mitigation during later stages of the Project and post-completion. 4.2.4. As currently proposed, in the event that the land proposed for environmental mitigation is permanently acquired (the need for which is not accepted – see Section 4.3 below), the co-development potential of, and access to, the handedback areas of the [removed personal data] would be significantly compromised without the acquisition of additional third party land or rights. This is likely to have a significant impact on the development value of the handed back areas. 4.2.5. Further, the Owners consider that the siting of 'Pond 1' within the existing 'elbow' of the M66 and M62 would allow the boundary of the land identified for the storage of soils and materials to be drawn more tightly around the Northern Loop itself, and limit both the permanent land take and the land temporarily possessed. The Owners believe that, in this proposed location, there is an existing surface water outfall drain into which the attenuation pond could be connected. 4.2.6. The Owners would therefore welcome the opportunity to further discuss the location and timings of any part or parts of the [removed personal data] as is necessary for the storage of soils and materials. 4.2.7. Subject to a resolution and agreement as to the points raised above, and depending on the respective timescales for the implementation of the Project and any development of the [anonymised] pursuant to the Policy JPA 1.1 allocation, the Owners are in principle willing to enter into discussions with NH at the appropriate time regarding arrangements and conditions for the temporary possession of the necessary land.		

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		4.3. Environmental Mitigation 4.3.1. The land proposed to be acquired for environmental mitigation extends into the heart of that part of the [anonymised] falling within the draft Policy JPA 1.1 allocation. The land has significant development potential and value. 4.3.2. Permanent acquisition of this land will have a substantial impact on the ability of the wider [anonymised] to accommodate and ensure delivery of development within the Policy JPA 1.1 allocation, and will likely give rise to significant loss of value to any retained [removed personal data]. 4.3.3. The Owners note that environmental mitigation is an element of the Project which can in principle be provided elsewhere within the current or an extended Project boundary. Given the likely impact of the acquisition of this land on the development of both the [anonymised] and the wider allocation, the Owners are not currently willing to enter into discussions in respect of the acquisition of the land or rights over it. 4.3.4. The Owners do not consider that it would be expedient for NH to seek to acquire this land compulsorily, and nor is there any realistic prospect of there being a compelling case in the public interest justifying its compulsory acquisition for environmental mitigation purposes. Indeed, the Government's response and summary of responses to its January 2022 consultation on biodiversity net gain (BNG) regulations and implementation confirms that the Government does not intend to make any new provisions for compulsory acquisition in order to deliver BNG in respect of NSIPs. 5. Compensation Value 5.1. The Owners intend to rely on [anonymised] proposed/actual allocation for development within the JDPD and its designation within the Atom Valley MDZ (as well as any actual additional planning permissions / development orders (or the likelihood of obtaining the same) in any calculation or assessment of the value of		

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		any land proposed to be acquired or possessed pursuant to the Project. 5.2. The Owners have communicated their concerns regarding the implications of the Project for the future use and development of the [anonymised] with representatives of both NH and the District Valuer2. The discussion included an acknowledgement of the [removed personal data] draft allocation and inclusion with in the MDZ designation, and of the need to consider alternative Project land requirements where possible both to enable development to come forward and to minimise the amount of compensation payable at enhanced land values. 6. Conclusions 6.1. The Owners therefore ask that the land proposed to be acquired for environmental mitigation is removed from the Order Maps submitted as part of any application for development consent for the Project. 6.2. The Owners confirm they will object to the inclusion of such land in any made Order as part of the Examination process. 6.3. The Owners also confirm that they are otherwise willing to continue discussions with NH and its representatives regarding the detailed design and land-take for the Northern Loop and temporary elements of the Project insofar as they relate to the [removed personal data].		
E103	N/A	Dear Sir/Madam, M60/M62/M66 Simister Island Interchange - Public Consultation As a long-term resident and worker at [*anonymised*]. I am writing this personal response to your consultation on the above-mentioned forthcoming project. [anonymised] is proposed to be used in the plan, so I am particularly affected, and because of this, trust that you will hear me out. I recently attended one of the public consultations, held at Parrenthorn High School, and discussed some	Y	The Applicant has reviewed the feedback received from the statutory consultation held between 15 February 2023 and 28 March 2023 and the required areas of environmental mitigation have been substantially reduced because of the removal of land between Whitefield golf course and the M60 eastbound, due to drainage design changes, resulting in less land being required for environmental mitigation elsewhere within the Scheme boundary. Since the consultation there has been adaptations to the environmental mitigation land in the area surrounding Egypt Lane. The environmental design, including those areas required for mitigation, is shown in Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2). Further details of the design changes can be found in the Consultation Report (TR010064/APP/5.1). The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68%

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		of my concerns with several of the staff in attendance on the day. As a resident of the farm, as expected, I do not support the plan, which will decimate yet more productive farmland, of which there is an ever-decreasing amount, particularly in urban areas such as Simister. More importantly, though, 1 am concerned about the effect on the community areas. Egypt Lane, and the adjoining farm track, follow an ancient footpath that is well-used by many local people, for dog-walking, wild-life watching., and rambling. Recently, since lock-down, it has had much greater use, and nowadays we tolerate bicycles and horses coming through. My concerns relate to the intended proposal for the field at the boom of Egypt Lane being a dedicated wildflower meadow, to mitigate environmental damage caused by the motorway project. When I attended the public consultation meeting, I tried to ascertain if any NIt staff, or indeed planners, were local residents - but it seemed that none were. I assumed, thus, that in developing the plans, there was no apparent awareness of local concerns. The residents of Simister village and the nearby areas experience considerable challenges relating to anti-social behaviour. There is a serious problem with fly-upping (refer to Bury Council), and speeding chrough the village, often in stolen cars, as well as drug users who leave behind waste, including used nitrous oxide containers. Trail bikers also cause problems. In particular, [*anonymised*] is a target, because the lanes passing through the lar are unlit at night. Those of us who live on the larm keep on top of the problems by constant monitoring, and moving intruders off site where possible. Over the years, we have had many tences crashed into; we have had stolen cars in the fields; we have had trail bikes in the fields; we have cleared away much fly-tipping, and much waste created by drug-users. The field that is just at the bottom of Egypt Lane (the		gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. With regards to land use, the permanent (coloured pink) and temporary land (coloured green) use required for the Scheme is illustrated on the Land Plans (TR010064/APP/2.3). The land requirements are optimised as far as possible in line with the overall new infrastructure required and environmental mitigation needed such as landscape planting and provision of new drainage ponds. However, the Applicant will continue to develop the design and will where possible refine the permanent land use even further. The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). It is not within the scope of the Scheme to upgrade any of the public rights of way or permissive footpaths. The Applicant is committed and obligated to ensure that a maintenance programme is in place as part of the operation of the strategic road network to ensure it is kept in a safe and serviceable condition. Specific maintenance schedules for the wildflower meadow will be established as part of the detailed design of the Scheme. The Applicant confirms that issues with fly tipping, should be reported to the local authority (Bury Metropolitan Borough Council).

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		one designated to be a wildflower meadow) is well-placed for these events, as it is at the bottom of a hill, and perfect for joy-riding. Egypt Lane widens out at the bottom - this area was created to facilitate a tractor and trailer turning point - and, regrettably, it is much abused. The police know about our difficulties, but are unable to provide support. We have many, obvious, signs displaying the fact chat the farm lanes are for private use only, but they seem to be largely ignored. I have described the above as a means of portraying that the open aspect, and lack of lighting at night, mean that the farm is prone to much abuse, and I can foresee that were the said field to be wilded, it would become a magnet and a target for misuse. Its situation, and the knowledge that it was to be unattended, would attract all the inappropriate activities mentioned above. It would rapidly become an unsightly base for anti-social activities, fly-tipping, and the very reason for its existence - a wildflower meadow to mitigate environmental damage- would not be achieved. There would also be the added problem of monitoring as it would no longer be part of the farm, we would no longer have any authority over it, and therefore would be unable to act to prevent these events from taking place. Living on the farm would become a nightmare, knowing we had no way o protecting ourselves from unwanted activities in that field. There would most likely be a knock-on elfect, with problems occurring on the wider farm areas. In no time at all, it would become an eyesore and an anti-social hub, as well as being unsafe. Whilst I understand NH needing to mitigate environmental damage, I implore them to rethink their plans, and to seek out an alternative designation for		

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		the wildflower meadow, as this site at the bottom of Egypt Lane is utterly wrong. I hope you will take my comments seriously, and in the heartfelt way that they are intended. I am most willing to discuss my concerns further, if necessary.		
E272	N/A	You recently posted documents to us regarding the Simister Island Interchange (date received 2nd February 2024) for which we have had no prior notification. In the document packs is a letter addressed to [anonymised] (only) dated 14th December 2023 - if this is a copy letter then the original has never been received. Also, within the letter you state that you have written to her previously - no previous communication has ever been made. We purchased this property in August 2023 and in the months prior to completion there has never been any indication from our solicitor, the searches or the seller that any development work was being proposed in the area. I have spoken to my solicitor regarding this and he has replied; *We attach the Local Search dated 30 June 2023 and refer to Section 3.4 at page 8 of 14 being Nearby Road Schemes to which all answers are "No". Accordingly, there was no indication at the time of this pending development.* *Further we attach the Property Information Form dated 30/05/2023 completed by the seller and at Section 3 Notices and Proposals in both 3.1 and 3.2 the seller answers "No" to be being aware of nearby developments.* *It seems from your attached documentation the consultation commenced between 15 February 2023 and 28 March 2023. There has not been any indication of this in the Local Search or from the seller.* Obviously, if we had been made aware of any proposed developments in advance then we would have taken advice and would probably have been told not to make the purchase.	N	The Applicant acknowledges that the respondent had no prior knowledge of the Scheme on the purchase of their property at Balmoral Avenue. The Applicant engaged with the previous occupiers as part of the statutory consultation held between 15 February 2023 and 26 March 2023. The Applicant also notified Bury Metropolitan Borough Council as the local planning authority of the Scheme for inclusion in their planning database. The Applicant has continued its ongoing diligent enquires as the application for development consent has been prepared and have sought to ensure that all new identified land interests have had the opportunity to provide feedback on the Scheme. Further details regarding this process can be found in the Statement of Reasons (TR10064APP/4.1).

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		Now, five months after making the purchase and spending considerable amounts of money on developing the property, we are strongly against the proposal going ahead.		
224	Q4	I understand the need to keep the roads from flooding but don't know much about the areas near the ponds mentioned and don't use the public rights of way. The making of a hard shoulder between junctions 17/18 would cause too much disruption as we overlook the motorway in that area. I am no longer able to drive so don't use the motorway.	N	The Applicant confirms the Scheme design includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The ponds are also required for water treatment. A detailed assessment of water quality has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Appendix 13.2. Water Quality Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). The assessment specifically looks at the issues arising from routine runoff from the road surface during operation. The assessment of potential impacts uses the Highways England Water Risk Assessment Tool, as detailed in National Highways' Design Manual for Roads and Bridges LA 113. Highways England Water Risk Assessment Tool is a multi-step approach to assess the impacts of pollutants. Where impacts are identified recommendations to include Sustainable Drainage Systems have been incorporated into the design. Sustainable Drainage Systems (swales, attenuation ponds etc.) allow the water from the highway to be treated before being released. The results of the assessments suggest that all discharges from the Scheme are below the environmental quality standard thresholds for water quality. The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More

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				information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). It is not within the scope of the Scheme to upgrade any of the public rights of way or permissive footpaths. The Applicant confirms that the design for the M60 junction 17 to junction 18 includes a hard shoulder. The existing hard shoulder will be converted into a running lane to provide five lanes in each direction, with a new hard shoulder also being provided. Further details can be found on the General Arrangement Plans (TR010064/APP/2.2).
224	Q6	I have found in the past that proposals sound good on paper but then get changed and usually not for the best so wonder how these will be in the final stage.	N	The Applicant confirms that the detailed design is required to be in accordance with the preliminary design which forms the application for development consent as set out at Requirement 3 of the draft Development Consent Order (TR010064/APP/3,1). This means that changes can only be made to the design set out in the application for development consent if they are agreed by the local planning authority (Bury Metropolitan Borough Council) and approved by the Secretary of State for Transport. In addition, changes can only be made if they would not lead to a materially different or materially new impact from that set out in the Environmental Statement (TR010064/APP/6.1).
224	Q9	The cost of some of the plans as it was only in 2020 that new lighting and signage was put in this are. The traffic disruption during the work is going to be worse than it is at present as well as the disruption caused by the work that is already happening toward Eccles etc.	N	The Applicant is not able to comment on current operations and maintenance works which do not form part of the scope of the Scheme. However, the Applicant will ensure that, where possible, work is not carried out on existing infrastructure that will be made redundant by the construction of the Scheme. However this is not always possible as the condition of existing infrastructure, however long it may have been in place, may cause a safety issue and need to be replaced immediately. A traffic signing and road marking design has been developed to ensure the Scheme operates as safely as possible. Advance Direction Signs will be provided along with new road markings, including destination markings in lanes to allow drivers to understand the new junction layout and to choose the correct lane for their required movement. The layout can be viewed in the General Arrangement Plans (TR010064/APP/2.2). The Applicant confirms the current programme is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction. The Outline Traffic Management Plan (TR010064/APP/7.5) details the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys,

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				ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes where possible.
224	Q10	It all sounds fine on paper but from past experience of motorway work we know that is not the case in practice. In March/April 2020 new lighting was to be installed and we were told there would be as little tree removal as possible. At the rear of our property they cut down three large trees and thinned out others to install a light, large metal box and set of steps. We now have a good view of the motorway from our house with no barrier to stop the view of the traffic, noise and air pollution. The trees were originally planted to reduce these problems. We also have light pollution at night from the opposite light across the carriageway. Months of calls to and visits from and photographs by Highways England has done nothing to solve our problem so I have a lot of reservations about the promises made to us residents about this scheme. It also means any work done in our area will have a greater impact on us and our property. No amount of work will cut congestion as long as road works continue in other areas on the network and it could encourage more people to use this route in the future so congestion will return.	N	The Applicant confirms the works associated with the removal of trees at the rear of the property was not undertaken as part of this Scheme. The work in question, undertaken in March / April 2020, was related to the replacement of lighting columns and installation of new a lighting power supply cabinet. A Landscape and Visual Impact Assessment has been undertaken and is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment has looked at the impacts of the Northern Loop during the construction and operational phases. The environmental design shown on Figure 2.3 [the Environmental Masterplan] of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and to provide landscape integration of the Northern Loop. The assessment has concluded that there will be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has aimed to maximise opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18 as a result of the Scheme. A series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044) to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the Environmental Statement Appendices (TR010064/APP/6.3). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
282	Q4	the ponds well serve no use they well fill to fast in heavy rain	N	The Scheme design includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges.

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				As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The ponds are also required for water treatment. A detailed assessment of water quality has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Appendix 13.2. Water Quality Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). The assessment specifically looks at the issues arising from routine runoff from the road surface during operation. The assessment of potential impacts uses the Highways England Water Risk Assessment Tool, as detailed in National Highways' Design Manual for Roads and Bridges LA 113. Highways England Water Risk Assessment Tool is a multi-step approach to assess the impacts of pollutants. Where impacts are identified recommendations to include Sustainable Drainage Systems have been incorporated into the design. Sustainable Drainage Systems (swales, attenuation ponds etc.) allow the water from the highway to be treated before being released. The results of the assessments suggest that all discharges from the Scheme are below the environmental quality standard thresholds for water quality.
282	Q6	the whole scheme will acheive nothing the problem is further down the network	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). Improvements to other areas of the M60, such as those mentioned, are not within the scope of the Scheme. The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods.

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				These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
282	Q9	doing nothing is the best idea	N	The Applicant confirms the Scheme was originally announced in the Government's Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
282	Q10	you are going to spend alot of money and create a lot of disruption and acheive nothing	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated

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				with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
299	Q4	I see the positives of the additional lane / hard shoulder, however as I live directly behind the motorway I have concerns about the noise and potential issues with air quality during the construction period. Thinking further ahead once the work has been completed, there will be increased noise and vibration mainly for residents living nearby. I see the positives in that there should be a better flow of traffic with the two additional lanes however, I feel this would create more noise pollution.	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the

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				works. This includes both daytime and night-time working impacting Warwick Avenue during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
299	Q9	The temporary use of land on Kenilworth Avenue would create more traffic should there be any diversions (as advised over the phone) - on top of more noise due to construction, I have concerns about the street becoming twice as busy, possibly more during peak times.	N	The Applicant has developed the construction methodology in relation to the current design of the Scheme and the space available on the existing network. The length of the programme is driven by the intention to retain the existing number of traffic lanes open on the M60 / M66 / M62 during construction, to minimise the impact of construction on traffic. Maintaining the existing number of lanes on the network will mean there is little available working space during the daytime, which means we will need to introduce night-time closures on the M60 / M66 / M62. The traffic management strategy, which gives an overview of the phases and the required network closures during construction, can be found in the Outline Construction Traffic Management Plan (TR010064/APP/7.5). Detailed in the Outline Construction Traffic Management Plan (TR010064/APP/7.5) are the proposed diversion routes during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes. With regards to Kenilworth Avenue, temporary possession is required along the road to allow for diversionary works to statutory utilities. This will not increase the levels of traffic using Kenilworth Avenue; however, it may require some temporary traffic management to facilitate works to be carried out. Kenilworth Avenue is not proposed as a diversion route for traffic and so existing traffic levels will not change as a result of the Scheme. The temporary land (coloured green) required to deliver these works can be found on the Land Plans (TR010064/APP/2.3).
299	Q10	I received a letter that stated 'you have what we refer to in this letter as an interest in land' after completing	N	The Applicant can confirm that no permanent land is required from properties on Kenilworth Avenue. Further details are provided on the Land Plans (TR010064/APP/2.3).

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		the first questionnaire, which is misleading. I joined an event over the phone and asked about this and the advisor confirmed that houses on Kenilworth Avenue wouldn't have land removed from them - but the letter suggests otherwise.		The Applicant has appointed experts to design and construct the Scheme however as the Scheme is defined as an Nationally Significant Infrastructure Project under the Planning Act 2008 the Applicant is required to consult on the design of the Scheme with those living close to and directly impacted by the Scheme as well as other prescribed consultees, before an application for development consent can be made. The Applicant distributed over 10,000 consultation brochures, response forms, FAQs and postcards providing information about the Scheme to the community on 10 February 2023 to ensure delivery on or before the start of the consultation on 15 February 2023. This included local residents, businesses, and special interest groups. The Applicant can confirm that Kenilworth Avenue was included within this distribution. In addition, notices were published in The Bury Times on 2 and 9 February and the Jewish Telegraph on 3 and 10 February to publicise the consultation. Further details can be found in the Consultation Report (TR010064/APP/5.1)
303	Q6	Land currently under my family ownership is to be included within the Scheme to provide an element of the landscape design, which to our understanding is the formation of a hedgerow with inter tree planting along Mode Hill and strengthening of the existing landscape feature of the hedgerow along Pole Lane. Although we are not fully opposed to this option, should this be undertaken our land would be hemmed in by national highways ownership and would essentially become land locked. Should the project move forward, beyond compensation payments for purchased land we would wish to at minimum retain access rights over the land as we require and have the future opportunity to discuss alternative approaches or explore other mechanisms to secure future management agreements of the landscape and fenced boundaries. · Through prior communications it is our understanding that a hedgerow is to be included along the M66 adjacent to our land which is welcomed. It is our understanding that this hedgerow can mostly be accommodated within existing highways ownership and we would like to request that we are included with any future discussions on species selections, as we have grazing animals which can be sensitive to inedible plants. · Increased noise levels and vibrations; would there be funding/ compensation to upgrade property windows with any noise level increases and will there be future studies to assess any changes in noise levels as a result of the Scheme. Other locations have a level of existing noise mitigation in the form of physical	Y	The Applicant will plant trees and shrubs along Mode Hill Lane and Pole Lane as shown on Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2). Plant species that are non-poisonous to grazing livestock will be selected for the detailed landscaping design in the later stages of the Scheme. The Applicant has engaged with affected landowners adjacent to Pole Lane. Further details on engagement can be found in the Consultation Report (TR010064/APP/5.1). The Applicant can confirm that environmental fencing (close board fencing) for noise mitigation that is removed during the construction of the Scheme will be reinstated in a similar location to provide noise mitigation. The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres

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		barriers which to my understanding are not to be included along the M66 corridor. · Increased light pollution; I would expect that the additional network will include highway lighting. As this will add to lighting pollution can it be considered that lighting be timed to exclude off peak times. · Increases in air pollution; it is noted that there will be some increase to pollution levels through the construction phase and that there is an expectation that air quality may improve due to improved vehicle emissions in the future. However should levels exceed existing, following the upgrade works how would this be compensated and would there be any follow up investigations surveys funded within this scheme for the next 5 years to monitor air pollution changes.		with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant confirms, that due to the junction layout and the short distances between junctions on the M60 all sections of the Scheme will either remain lit or will be provided with new lighting in accordance with National Highways' Design Manual for Roads and Bridges and specified to mitigate, as far as practicable, light spill from the carriageway. This will include installation of "hoods" on the lights where necessary, which will be reviewed as part of detailed design of the Scheme. An assessment of the visual effects from street lighting and from car headlights are addressed as part of the visual impact assessment in Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
303	Q9	Regarding the work compound near our property sub section 12.5.1 of the EIR makes the following statement 'The Environmental Statement will be updated with any changes to the construction programme once finalised. The construction of the updated scheme may need more night-time working, but the conclusions for the construction phase in terms of the location of adverse impacts are likely to be similar'. Notwithstanding this statement please can we be included within future discussions to changes to the construction programme and working times. Also will there be adequate prior notifications and compensation for any future disruptions.	N	The current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction. The Outline Traffic Management Plan (TR010064/APP/7.5) details the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes where possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a

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				range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
303	Q10	In reference to the presented scheme I would make the following points. · Land currently under my family ownership is to be included within the Scheme to provide an element of the landscape design, which to our understanding is the formation of a hedgerow with inter tree planting along Mode Hill and strengthening of the existing landscape feature of the hedgerow along Pole Lane. Although we are not fully opposed to this option, should this be undertaken our land would be hemmed in by national highways ownership and would essentially become land locked. Should the project move forward, beyond compensation payments for purchased land we would wish to at minimum retain access rights over the land as we require and have the future opportunity to discuss alternative approaches or explore other mechanisms to secure future management agreements of the landscape and fenced boundaries. · Through prior communications it is our understanding that a hedgerow is to be included along the M66 adjacent to our land which is welcomed. It is our understanding that this hedgerow can mostly be accommodated within existing highways ownership and we would like to request that we are included with any future discussions on species selections, as we have grazing animals which can be sensitive to	Y	The Applicant will plant trees and shrubs along Mode Hill Lane and Pole Lane as shown on Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2). Plant species that are non-poisonous to grazing livestock will be selected for the detailed landscaping design in the later stages of the Scheme. The Applicant has engaged with affected landowners adjacent to Pole Lane. Further details on engagement can be found in the Consultation Report (TR010064/APP/5.1). The Applicant can confirm that environmental fencing (close board fencing) for noise mitigation that is removed during the construction of the Scheme will be reinstated in a similar location to provide noise mitigation. The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).

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Respondent ID:	**Question**	**Response:**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
		inedible plants. · Increased noise levels and vibrations; would there be funding/ compensation to upgrade property windows with any noise level increases and will there be future studies to assess any changes in noise levels as a result of the Scheme. Other locations have a level of existing noise mitigation in the form of physical barriers which to my understanding are not to be included along the M66 corridor. · Increased light pollution; I would expect that the additional network will include highway lighting. As this will add to lighting pollution can it be considered that lighting be timed to exclude off peak times. · Increases in air pollution; it is noted that there will be some increase to pollution levels through the construction phase and that there is an expectation that air quality may improve due to improved vehicle emissions in the future. However should levels exceed existing, following the upgrade works how would this be compensated and would there be any follow up investigationthe eir s surveys funded within this scheme for the next 5 years to monitor air pollution changes. · Regarding the work compound near our property sub section 12.5.1 of the EIR makes the following statement 'The Environmental Statement will be updated with any changes to the construction programme once finalised. The construction of the updated scheme may need more night-time working, but the conclusions for the construction phase in terms of the location of adverse impacts are likely to be similar'. Notwithstanding this statement please can we be included within future discussions to changes to the construction programme and working times. Also will there be adequate prior notifications and compensation for any future disruptions.		Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant confirms, that due to the junction layout and the short distances between junctions on the M60 all sections of the Scheme will either remain lit or will be provided with new lighting in accordance with National Highways' Design Manual for Roads and Bridges and specified to mitigate, as far as practicable, light spill from the carriageway. This will include installation of "hoods" on the lights where necessary, which will be reviewed as part of detailed design of the Scheme. An assessment of the visual effects from street lighting and from car headlights are addressed as part of the visual impact assessment in Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
304	Q6	In reference to the presented scheme I would make the following points. Land currently under my family ownership is to be included within the Scheme to provide an element of the landscape design, which to our understanding is	Y	The Applicant will plant trees and shrubs along Mode Hill Lane and Pole Lane as shown on Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2). Plant species that are non-poisonous to grazing livestock will be selected for the detailed landscaping design in the later stages of the Scheme. The Applicant has engaged with affected landowners adjacent to Pole Lane. Further details on engagement can be found in the Consultation Report (TR010064/APP/5.1).

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		the formation of a hedgerow with inter tree planting along Mode Hill and strengthening of the existing landscape feature of the hedgerow along Pole Lane. Although we are not fully opposed to this option, should this be undertaken our land would be hemmed in by national highways ownership and would essentially become land locked. Should the project move forward, beyond compensation payments for purchased land we would wish to at minimum retain access rights over the land as we require and have the future opportunity to discuss alternative approaches or explore other mechanisms to secure future management agreements of the landscape and fenced boundaries. · Through prior communications it is our understanding that a hedgerow is to be included along the M66 adjacent to our land which is welcomed. It is our understanding that this hedgerow can mostly be accommodated within existing highways ownership and we would like to request that we are included with any future discussions on species selections, as we have grazing animals which can be sensitive to inedible plants. · Increased noise levels and vibrations; would there be funding/ compensation to upgrade property windows with any noise level increases and will there be future studies to assess any changes in noise levels as a result of the Scheme. Other locations have a level of existing noise mitigation in the form of physical barriers which to my understanding are not to be included along the M66 corridor. · Increased light pollution; I would expect that the additional network will include highway lighting. As this will add to lighting pollution can it be considered that lighting be timed to exclude off peak times. · Increases in air pollution; it is noted that there will be some increase to pollution levels through the construction phase and that there is an expectation that air quality may improve due to improved vehicle emissions in the future. However should levels exceed existing, following the upgrade works how would this be compensated and would there be any follow up investigations surveys funded within this scheme for		The Applicant can confirm that environmental fencing (close board fencing) for noise mitigation that is removed during the construction of the Scheme will be reinstated in a similar location to provide noise mitigation. The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant confirms, that due to the junction layout and the short distances between junctions on the M60 all sections of the Scheme will either remain lit or will be provided with new lighting in accordance with National Highways' Design Manual for Roads and Bridges and specified to mitigate, as far as practicable, light spill from the carriageway. This will include installation of "hoods" on the lights where necessary, which will be reviewed as part of the detailed design of the Scheme. A brief assessment of the visual effects from street lighting and from car headlights are addressed as part of the visual impact assessment in Chapter 7 Landscape and visual of the Environmental Statement (TR010064/APP/6.1). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the

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		the next 5 years to monitor air pollution changes. · Regarding the work compound near our property sub section 12.5.1 of the EIR makes the following statement 'The Environmental Statement will be updated with any changes to the construction programme once finalised		types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme. The current construction programme of approximately three and half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction. The Outline Traffic Management Plan (TR010064/APP/7.5) details the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes where possible.
304	Q9	The construction of the updated scheme may need more night-time working, but the conclusions for the construction phase in terms of the location of adverse impacts are likely to be similar'. Notwithstanding this statement please can we be included within future discussions to changes to the construction programme and working times. Also will there be adequate prior notifications and compensation for any future disruptions.	N	The Applicant confirms the current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction. The Outline Traffic Management Plan (TR010064/APP/7.5) details the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of

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				a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes where possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
304	Q10	In reference to the presented scheme I would make the following points. · Land currently under my family ownership is to be included within the Scheme to provide an element of the landscape design, which to our understanding is the formation of a hedgerow with inter tree planting along Mode Hill and strengthening of the existing landscape feature of the hedgerow along Pole Lane. Although we are not fully opposed to this option, should this be undertaken our land would be hemmed in by national highways ownership and would essentially become land locked. Should the project move forward, beyond compensation payments for purchased land we would wish to at minimum retain access rights over the land as we require and have the future opportunity to discuss alternative approaches or explore other mechanisms to secure	Y	The Applicant will plant trees and shrubs along Mode Hill Lane and Pole Lane as shown on Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2). Plant species that are non-poisonous to grazing livestock will be selected for the detailed landscaping design in the later stages of the Scheme. After formal consultation periods the Applicant has met with affected landowners adjacent to Pole Lane to discuss and agree what is now presented in the application, this includes amendments to the area formerly landlocked. The Applicant can confirm that environmental fencing (close board fencing) for noise mitigation that is removed during the construction of the Scheme will be reinstated in a similar location to provide noise mitigation. The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is

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		future management agreements of the landscape and fenced boundaries. · Through prior communications it is our understanding that a hedgerow is to be included along the M66 adjacent to our land which is welcomed. It is our understanding that this hedgerow can mostly be accommodated within existing highways ownership and we would like to request that we are included with any future discussions on species selections, as we have grazing animals which can be sensitive to inedible plants. · Increased noise levels and vibrations; would there be funding/ compensation to upgrade property windows with any noise level increases and will there be future studies to assess any changes in noise levels as a result of the Scheme. Other locations have a level of existing noise mitigation in the form of physical barriers which to my understanding are not to be included along the M66 corridor. · Increased light pollution; I would expect that the additional network will include highway lighting. As this will add to lighting pollution can it be considered that lighting be timed to exclude off peak times. · Increases in air pollution; it is noted that there will be some increase to pollution levels through the construction phase and that there is an expectation that air quality may improve due to improved vehicle emissions in the future. However should levels exceed existing, following the upgrade works how would this be compensated and would there be any follow up investigations surveys funded within this scheme for the next 5 years to monitor air pollution changes.		considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. 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The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant confirms, that due to the junction layout and the short distances between junctions on the M60 all sections of the Scheme will either remain lit or will be provided with new lighting in accordance with National Highways' Design Manual for Roads and Bridges standards and specified to mitigate, as far as practicable, light spill from the carriageway. This will include installation of "hoods" on the lights where necessary. A brief assessment of the visual effects from street lighting and from car headlights are addressed as part of the visual impact assessment in Chapter 7 Landscape and visual of the Environmental Statement (TR010064/APP/6.1). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme. The current construction programme of three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction.

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		· Regarding the work compound near our property sub section 12.5.1 of the EIR makes the following statement 'The Environmental Statement will be updated with any changes to the construction programme once finalised. The construction of the updated scheme may need more night-time working, but the conclusions for the construction phase in terms of the location of adverse impacts are likely to be similar'. Notwithstanding this statement please can we be included within future discussions to changes to the construction programme and working times. Also will there be adequate prior notifications and compensation for any future disruptions.		The Outline Traffic Management Plan (TR010064/APP/7.5) details the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes where possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
314	Q10	All of this money is being spent and my back fence is wrecked and I can't even get the trees at the back of my house cut down on your land. My back garden is like an ice rink whenever the leaves fall. No one can tell me who's lans it is. It is ridiculous. How about spending some money on upkeep instead of further works.	N	The Applicant undertakes maintenance of the existing strategic road network and the associated land. Maintenance issues on the strategic road network can be reported to National Highways' Customer Contact Centre on 0300 123 5000. The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network

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				capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
326	Q4	I disagree with your proposals - 1)Use of the existing carriageway to create a second free-flow lane between the M60 northbound to the M60 westbound (anti-clockwise) 2)Addition of a hard shoulder between junctions 17 and 18 of the M60 Smart Motorways - Scheme Failed - otherwise why do Highway England feel the need for even further expansion of M60 Think about the impact on the Environment Think about the impact on residents Think about 'reducing' traffic flows through residential areas not creating additional lanes to stack traffic back from pinch point at junctions 13 &14 If the Bury Council Roads crossing the M60 Bury New Road / Bury Old Road / Sandgate Bridge are Proposed Clean Air Zones why would Highways England increase stacking lanes on M60 in same area	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). Improvements to other areas of the M60, such as those mentioned, are not within the scope of the Scheme. The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant confirms that the improved M60 northbound to M60 westbound link will provide a free flow link that resolves the existing issues by increasing the capacity at this location. The existing M60 northbound to M60 westbound free-flow link is presently one lane. The Scheme will provide two lanes with a new hard shoulder. The modified M60 northbound to M60 westbound free-flow link will flow into the improved M60 junction 17 to M60 junction 18 five-lane controlled motorway, as well as the free flow link merging onto the mainline through a new double lane gain (i.e., two new lanes created) which will reduce queuing and allow the junction to operate efficiently. Further details can be found on the General Arrangement Plans (TR00064/APP/2.2). The Applicant considered the addition of separate links during the option selection process, however, as explained at the options consultation held between June and August 2020 (refer to Annex A of the Consultation Report Annexes (TR010064/APP/5.2)), the Applicant discounted these, as it would have required additional permanent land-take and increased costs associated with their construction but would not have increased the benefits being delivered by the Scheme. Through the early design development, it was identified that the current link could be upgraded to two lanes. Additionally, a new free flow link would significantly impact the existing short weaving length between the M60 junction 18 and junction 17 as the merge from M60 junction 18 would be closer

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Respondent ID:	**Question**	**Response:**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
				to M60 junction 17 than in the current Scheme design. This would only have exacerbated the existing operational safety concerns. Once constructed, the Scheme will remove a significant volume of traffic currently using the signalised junction at Simister Island. The reduction in congestion allows the layout of the circulatory carriageway to re-configured with new road markings. As such, the Scheme intends to upgrade the signals and road markings at Simister Island junction. Additionally, the new M60 eastbound to M60 southbound link, removes traffic from the signalised junction which will increase the overall capacity of the junction and allow for greater optimisation of signal timings for the remaining movements. Further details on the benefits the Scheme will bring can be found in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant confirms that the design for the M60 junction 17 to junction 18 maintains the existing Controlled Motorway operating regime, while providing an additional lane. A Controlled Motorway is a motorway that uses variable mandatory speed limits to increase capacity and smooth the flow of traffic while retaining a hard shoulder. No permanent land take is required outside of current land owned by the Applicant along the junction 17 to junction 18 corridor, albeit some temporary land take is required to construct the new earthworks and retaining walls. The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitment within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). The only roads affected in terms of air quality by the Scheme are motorways and not those included in the Greater Manchester Clean Air Zone, also note that at the time of writing the Clean Air Zone is unlikely to go ahead (https://cleanairgm.com/news/non-charging-plan-delivers-cleaner-air-faster-than-charging-zone-modelling). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement (TR010064/APP/6.1). The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the

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				draft Development Consent Order (TR010064/APP/3.1). Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.
326	Q6	NO environmental mitigation proposals (given) would compensate for the effect on Environment or the Physical and Mental Wellbeing of residents in vicinity of Junction 18 & 17 I disagree with your proposals - 1)Use of the existing carriageway to create a second free-flow lane between the M60 northbound to the M60 westbound (anti-clockwise) 2)Addition of a hard shoulder between junctions 17 and 18 of the M60 Smart Motorways - Scheme Failed - otherwise why do Highway England feel the need for even further expansion of M60 Think about the impact on the Environment Think about the impact on residents Think about 'reducing' traffic flows through residential areas not creating additional lanes to stack traffic back from pinch point at junctions 13 &14 If the Bury Council Roads crossing the M60 Bury New Road / Bury Old Road / Sandgate Bridge are Proposed Clean Air Zones why would Highways England increase stacking lanes on M60 in same area	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The

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				benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant confirms that the improved M60 northbound to M60 westbound link will provide a free flow link that resolves the existing issues by increasing the capacity at this location. The existing M60 northbound to M60 westbound free-flow link is presently one lane. The Scheme will provide two lanes with a new hard shoulder. The modified M60 northbound to M60 westbound free-flow link will flow into the improved M60 junction 17 to M60 junction 18 five-lane controlled motorway, as well as the free flow link merging onto the mainline through a new double lane gain (i.e., two new lanes created) which will reduce queuing and allow the junction to operate efficiently. Further details can be found on the General Arrangement Plans (TR00064/APP/2.2). The Applicant considered the addition of separate links during the option selection process, however, as explained at the options consultation held between June and August 2020 (refer to Annex A of the Consultation Report Annexes (TR010064/APP/5.2)), the Applicant discounted these, as it would have required additional permanent land-take and increased costs associated with their construction but would not have increased the benefits being delivered by the Scheme. Through the early design development, it was identified that the current link could be upgraded to two lanes. Additionally, a new free flow link would significantly impact the existing short weaving length between the M60 junction 18 and junction 17 as the merge from M60 junction 18 would be closer to M60 junction 17 than in the current Scheme design. This would only have exacerbated the existing operational safety concerns. Further details are also available in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1). Once constructed, the Scheme will remove a significant volume of traffic currently using the signalised junction at Simister Island. The reduction in congestion allows the layout of the circulatory carriageway to re-configured with new road markings. As such, the Scheme intends to upgrade the signals and road markings at Simister Island junction. Additionally, the new M60 eastbound to M60 southbound link, removes traffic from the signalised junction which will increase the overall capacity of the junction and allow for greater optimisation of signal timings for the remaining movements. Further details on the benefits the Scheme will bring can be found in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant confirms that the design for the M60 junction 17 to junction 18 maintains the existing Controlled Motorway operating regime, while providing an additional lane. A Controlled Motorway is a motorway that uses variable mandatory speed limits to increase capacity and smooth the flow of traffic while retaining a hard shoulder. The addition of a hard shoulder follows the Government announcement that future schemes will no longer include all lane running through utilisation of an existing hard shoulder. No permanent land take is required outside of current land owned by the Applicant along the junction 17 to junction 18 corridor to provide a hard shoulder, albeit some temporary land take is required to construct the new earthworks and retaining walls. Further details can be found on the General Arrangement Plans (TR010064/APP/2.2). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is

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				discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
326	Q9	Learn from your SMART MOTORWAYS (Phase 1 widening) during the pre works , construction and on completion , scheme failed .... Now (Phase 2 widening) no development of construction plans or environmental mitigation proposals (given) would compensate for the effect on Environment or the Physical and Mental Wellbeing of residents in vicinity of Junction 18 & 17 Phase 1 widening - Smart Motorways failed , hence your proposals for even more works If you do get approval for Phase 2 widening junction 17 to 18 Then , how long before you table Phase 3 widening ..... Highway England need to look at M60 Network as a whole , not just widening to stack traffic ....there is still going to be a pinch point at junction 13 & 14	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1).In line with the Road Investment Strategy consultations improvements to other areas of the M60, at junctions 13 and 14 are not within the scope of the Scheme. The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
326	Q10	Just to repeat - I disagree with your proposals -	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration

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		1)Use of the existing carriageway to create a second free-flow lane between the M60 northbound to the M60 westbound (anti-clockwise) 2)Addition of a hard shoulder between junctions 17 and 18 of the M60 Smart Motorways - Scheme Failed - otherwise why do Highway England feel the need for even further expansion of M60 Think about the impact on the Environment Think about the impact on residents Think about 'reducing' traffic flows through residential areas not creating additional lanes to stack traffic back from pinch point at junctions 13 &14 If the Bury Council Roads crossing the M60 Bury New Road / Bury Old Road / Sandgate Bridge are Proposed Clean Air Zones why would Highways England increase stacking lanes on M60 in same area		Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant confirms that the improved M60 northbound to M60 westbound link will provide a free flow link that resolves the existing issues by increasing the capacity at this location. The existing M60 northbound to M60 westbound free-flow link is presently one lane. The Scheme will provide two lanes with a new hard shoulder. The modified M60 northbound to M60 westbound free-flow link will flow into the improved M60 junction 17 to M60 junction 18 five-lane controlled motorway, as well as the free flow link merging onto the mainline through a new double lane gain (i.e., two new lanes created) which will reduce queuing and allow the junction to operate efficiently. Further details can be found on the General Arrangement Plans (TR00064/APP/2.2). The Applicant considered the addition of separate links during the option selection process, however, as explained at the options consultation held between June and August 2020 (refer to Annex A of the Consultation Report Annexes (TR010064/APP/5.2)), the Applicant discounted these, as it would have required additional permanent land-take and increased costs associated with their construction but would not have increased the benefits being delivered by the Scheme. Through the early design development, it was identified that the current link could be upgraded to two lanes. Additionally, a new free flow link would significantly impact the existing short

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				weaving length between the M60 junction 18 and junction 17 as the merge from M60 junction 18 would be closer to M60 junction 17 than in the current Scheme design. This would only have exacerbated the existing operational safety concerns. Further details are also available in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1). Once constructed, the Scheme will remove a significant volume of traffic currently using the signalised junction at Simister Island. The reduction in congestion allows the layout of the circulatory carriageway to re-configured with new road markings. As such, the Scheme intends to upgrade the signals and road markings at Simister Island junction. Additionally, the new M60 eastbound to M60 southbound link, removes traffic from the signalised junction which will increase the overall capacity of the junction and allow for greater optimisation of signal timings for the remaining movements. Further details on the benefits the Scheme will bring can be found in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant confirms that the design for the M60 junction 17 to junction 18 maintains the existing Controlled Motorway operating regime, while providing an additional lane. A Controlled Motorway is a motorway that uses variable mandatory speed limits to increase capacity and smooth the flow of traffic while retaining a hard shoulder. The addition of a hard shoulder follows the Government announcement that future schemes will no longer include all lane running through utilisation of an existing hard shoulder. No permanent land take is required outside of current land owned by the Applicant along the junction 17 to junction 18 corridor to provide a hard shoulder, albeit some temporary land take is required to construct the new earthworks and retaining walls. Further details can be found on the General Arrangement Plans (TR010064/APP/2.2). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
338	Q4	[Anonymised] own a piece of land that is very close to Pond 2. This is the only substantial land they own, which they currently farm by grazing their herd of Hereford Cattle. They mow the fields twice in the Summer to make hay which feeds their cattle during the winter months when they can't be left out to graze. Whilst the Environmental Impact has been considered on the Scheme , what we don't feel has been taken into consideration is the fact this field isn't just dormant	Y	The Applicant confirms that pond locations have been optimised in terms of land take and through a combination of the hydraulic modelling of the drainage design as well as the location of the existing outfalls (watercourses or existing culverts). It is important that the drainage and water from the highway can reach the ponds and outfalls efficiently, without the need for pumping stations which would require increased permanent land take and also add additional capital cost to deliver the Scheme. The Applicant will undertake a risk assessment during detailed design to determine the requirement for fencing to prevent misuse / trespass. The Risk Assessment will include looking at location of the pond relative to Public Rights of Way, housing, and general accessibility as well as the design of the pond in terms of bund provision and volume of detained water. Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3) provides a summary of the Scheme

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		(as it might have been when you visited), it is a worked piece of land that is integral to their small holding's survival. In proposing to take a large proportion of the land into the Scheme for drainage aka Pond 2, the remainder not taken will not be viable to use for the purposes it currently is. This is not just their livelihood, they have a heritage in farming throughout various areas around Whitefield and Hollins that goes back over half a century. Their Grandfather rented land which was purchased to build Morrisons and Whitefield Metrolink station. As a result of this they were allowed to rent land on Hollins Lane that was passed on to their Father, [Anonymised]. That too was taken back by Bury Council to sell to developers, who built the Maunders estate aka Church Meadows. As a result of this [Anonymised] was allowed to purchase the land off Griff Lane and the land on Hollins Lane opposite the row of 8 properties (231-245 Hollins Lane BL9 8AS) that back on to Bury Golf Club. This is where they have invested time and a considerable amount of money developing their small holding. They have sheep and a herd of prize winning Herefords which they show at Agricultural shows around England and Wales.		drainage networks. The land requirement for Pond 2 has been updated following the statutory consultation. The area for permanent acquisition around Pond 2 has been reduced, with the remaining land to the north required for temporary possession only to allow construction of the pond, modification of carrier pipes, outfall pipework to Castle Brook, soil storage and temporary welfare cabins. The modification occurred following clarification on an outfall which was not from the M66 as expected, allowing the pond to be moved further into the corner of the field. Further details can be found in Chapter 5 of the Consultation Report (TR010064/APP/5.1). The remaining land to the north required for temporary possession (coloured green on the Land Plans (TR010064/APP/2.3) only to allow construction of pond, modification of carrier pipes, outfall pipework to Castle Brook, soil storage and temporary welfare cabins. The acquisition of land in this field is only required for the Scheme's drainage strategy, no land has been identified in this plot for the purposes of environmental mitigation.
338	Q6	We can only comment on Cultural Heritage and Population and human health. We do not believe you have taken the cultural heritage of the farming land you are proposing to remove to facilitate Pond 2 - I've given the background info on this in the comments above. Farming is necessary to provide food for the population and human health. By removing the land to facilitate Pond 2 - the detrimental affect on the Massey's ability to farm their land will be severely hampered, including it's contribution to their livelihood and the inheritance they would pass down to future generations, as their Grandfather and Father has done to them.	Y	The Applicant confirms pond locations have been optimised in terms of land take and through a combination of the hydraulic modelling of the drainage design as well as the location of the existing outfalls (watercourses or existing culverts). It is important that the drainage and water from the highway can reach the ponds and outfalls efficiently, without the need for pumping stations which would require increased permanent land take and also add additional capital cost to deliver the Scheme. The Applicant will undertake a risk assessment during detailed design to determine the requirement for fencing to prevent misuse / trespass. The Risk Assessment will include looking at location of the pond relative to Public Rights of Way, housing, and general accessibility as well as the design of the pond in terms of bund provision and volume of detained water. Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3) provides a summary of the Scheme drainage networks. The land requirement for Pond 2 has been updated following statutory consultation. The area for permanent acquisition around Pond 2 has been reduced, with the remaining land to the north required for temporary possession only to allow construction of the pond, modification of carrier pipes, outfall pipework to Castle Brook, soil storage and temporary welfare cabins. The modification occurred following clarification on an outfall which was not from the M66 as expected, allowing the pond to be moved further into the corner of the field. Further details can be found in Chapter 5 of the Consultation Report (TR010064/APP/5.1). All cultural heritage assessments are included in Chapter 6 Cultural heritage of the Environmental Statement (TR010064/APP/6.1). The assessment concluded that subject to implementation of the embedded and essential mitigation measures, which will be secured through the Register of Environmental Actions and Commitments included within the First Iteration Environmental Management Plan) (TR010064/APP/6.5), the Scheme will lead to

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Respondent ID:	**Question**	**Response:**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
				no residual significant cultural heritage effects. Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.
338	Q9	Please carefully consider our objections to including the land on Griff Lane in your scheme to create Pond 2. Also, consider whether Pond 2 is necessary to the Scheme or whether there is a viable alternative to water overflow from the motorway. Could it be diverted elsewhere? If the surrounding land is disturbed by works and noise, please remember that the land is not dormant, it is a working piece of farm land and part of the Massey's heritage and livelihood.	Y	The Applicant confirms the Scheme includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The ponds are also required for water treatment. A detailed assessment of water quality has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Appendix 13.2. Water Quality Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). The assessment specifically looks at the issues arising from routine runoff from the road surface during operation. The assessment of potential impacts uses the Highways England Water Risk Assessment Tool, as detailed in National Highways' Design Manual for Roads and Bridges LA 113. Highways England Water Risk Assessment Tool is a multi-step approach to assess the impacts of pollutants. Where impacts are identified recommendations to include Sustainable Drainage Systems have been incorporated into the design. Sustainable Drainage Systems (swales, attenuation ponds etc.) allow the water from the highway to be treated before being released. The results of the assessments suggest that all discharges from the Scheme are below the environmental quality standard thresholds for water quality. Pond 2 has been amended and the land requirement for Pond 2 has been updated following consultation. The

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Respondent ID:	**Question**	**Response:**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
				area for permanent acquisition around Pond 2 has been reduced, with the remaining land to the north required for temporary possession only to allow construction of the pond, modification of carrier pipes, outfall pipework to Castle Brook, soil storage and temporary welfare cabins. The modification occurred following clarification on an outfall which was not from the M66 as expected, allowing the pond to be moved further into the corner of the field. Further details can be found in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
338	Q10	We attended the open day at Unsworth Golf club and spoke to a couple of representatives from National Highways. They were courteous, respectful and keen to advise that all objections would be taken on board. We hope this relationship continues and that you will include [Anonymous] in your development. Thank you.	N	The Applicant acknowledges the comments received.
372	Q4	The land that I have suggested for pond generation is that of poor quality and land that is currently in decline. The area of ground that I suggest are poor choices for pond development (pond 1 and 2) are local areas of prime agricultural ground. Most of the year we see animals grazing these areas, in a town that is losing lots of agricultural practices. Both farming families are well known and not in a position to be losing good farming ground. Mental health in farming is a serious conversation and such losses to ground and areas of income have been reported to have had damning knock on effects. More care should have been taken when selecting areas of land chosen to be used for pond production.	Y	The Applicant sought views on the key design features of the Scheme of which ponds are an integral part of the overall design features. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The locations of ponds 1 and 2 have been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The ponds are also required for water treatment. A detailed assessment of water quality has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Appendix 13.2. Water Quality Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). Pond 2 has been amended and the land requirement for Pond 2 has been updated following statutory consultation. The area for permanent acquisition around Pond 2 has been reduced, with the remaining land to the north required for temporary possession only to allow construction of the pond, modification of carrier pipes, outfall pipework to Castle Brook, soil storage and temporary welfare cabins. The modification occurred following clarification on an outfall which was not from the M66 as expected, allowing the pond to be moved further into the corner of the field. Further details can be found in Chapter 5 of the Consultation Report (TR010064/APP/5.1). Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.
372	Q6	My major disagreement relates to the destruction of prime agricultural ground to be replaced with wildflowers and ponds etc. Better areas could have	Y	The Applicant confirms that following feedback from the statutory consultation held between 15 February 2023 and 28 March 2023 and through design development some agricultural land to be obtained for environmental mitigation, including biodiversity mitigation, has been removed from the Scheme. Where ponds will be located on

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Respondent ID:	**Question**	**Response:**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
		been selected, areas that are currently scrub wasteland. Environmental mitigation should take agricultural fields into consideration. Removing local farming ground is not good for the carbon footprint of food consumed in the area. Forcing farming out of Bury does not sound like a good trade off for environmental mitigation.		agricultural land their locations have been optimised in terms of land take and are dictated by a combination of the hydraulic modelling of the drainage design as well as the location of the existing outfalls (watercourses or existing culverts). It is important that the drainage and water from the highway can reach the ponds and outfalls efficiently, without the need for pumping stations which would require increased land take and also capital cost. The assessments are presented in Chapter 13 Road drainage and the water environment of the Environmental Statement (TR010064/APP/6.1). Further details on the design changes can be found in Chapter 5 of the Consultation Report (TR010064/APP/5.1). The Applicant acknowledges the comment around use of farmland for biodiversity. The design for the Scheme has sought to limit land take, including from agricultural landholdings as far as practicable and following feedback received some agricultural land has, through design development, been removed from the Scheme as presented at the statutory consultation. Further details are available in the Consultation Report (TR010064/APP/5.1). Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR00064/APP/6.2) shows the location of all planting areas which in combination looks to provide the mitigation required to address landscape integration, visual impacts, and biodiversity loss in certain areas of the Scheme. The Scheme seeks to acquire plots of land (as shown on the Land Plans (TR010064/APP/2.3)) to integrate the Scheme into the landscape and mitigate visual impacts whilst at the same time aiming to maximise biodiversity value where possible to ensure that the Scheme meets the biodiversity no net loss obligation. These areas of land need to be located immediately adjacent to the Scheme in order to achieve the required landscape integration and visual mitigation.
372	Q9	Fair consultation with local farmers about what their fields mean to their business should have been/be done. With limited agricultural ground in the local area it is not easy for farmers to replace this. Loss of business is a serious consequence of the construction plans and attempts to limit this should be made.	Y	The Applicant confirms through recent design development and continued engagement with local landowners, the Applicant has been able to significantly reduce the area of essential environmental mitigation required. However, the Scheme still requires a portion of land around the Scheme to ensure it meets its essential environmental mitigation requirements and no net loss of biodiversity position. The Scheme will continue to engage with landowners to keep them updated on design development and Scheme progress. Further details on the design change can be found in Chapter 5 of the Consultation Report (TR010064/APP/5.1). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
387	Q6	Air Quality - Increase in dust could lead to further health problems with those suffering from medical conditions such as asthma and COPD. Use of water sprays and wheel washing will increase mud around access sites which is directly opposite our house resulting in dirt being brought into the house. Also dust, mud splattered over outside of house and driveway.	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the

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Respondent ID:	**Question**	**Response:**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
		Landscape and visual effects - Disturbance from traffic, construction sites and loss of wildlife habitats. Traffic jams will increase due to lanes and road closures. This will lead to increased stress and mental health issues. Access will be directly opposite our house so trucks, lorries etc will inevitably be driving past our house numerous times daily resulting in more dirt, noise etc. Loss of wildlife life is inevitable with this type of work. Mental health and wellbeing of local residents is a worry due to the impacts on green space and access. Noise and vibration - With the access point being directly opposite our house, the noise and vibration is going to be horrendous. Sleep of our household will be affected, This will lead to stress as people living here still need to get up and go to work and school. Also one household member works shifts. As you can imagine, the noise and vibration from this scheme is very concerning. Road drainage and the water environment - Surface water pollution, flooding and surface water flows. Again with the works being directly opposite our house there is bound to be a greater flooding risk and more surface water along the street. This will also end up being walked into the house, which is unclean and unhealthy. Water pollution is obviously a concern too. There is no explanation as to the mitigation measures to avoid flooding, pollution and impacts on watercourses during construction. Climate - Extra carbon emissions will be created through the use of electricity, fuel an materials needed to build and maintain the Scheme. Population and human health - Disruption due to heavy goods vehicles driving on our street, local roads will also be affected for both driving and walking. This will affect the mental health and wellbeing of local residents due to the impacts on green space, access, construction traffic, noise, air quality and their health. Material assets and waste - More waste will be created and will need disposing of in all ready		Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has undertaken a Landscape and Visual Impact Assessment which is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment has looked at the impacts of the Northern Loop during the construction and operational phases. The environmental design shown on Figure 2.3 the Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and also to provide landscape integration of the Northern Loop. The assessment has concluded that there will be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has aimed to maximise opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18 as a result of the Scheme. A series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044) to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the Environmental Statement Appendices (TR010064/APP/6.3). Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1) provides a full assessment of the effects on wildlife and the habitats they rely upon, from habitat loss and changes in air quality, noise and vibration, and water quality due to the construction and operation of the Scheme. The chapter details the embedded and essential mitigation required to offset impacts. These measures are set out within the Register of

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		overcrowded landfill sites.		Environmental Actions and Commitments contained within the First Iteration Environmental Management Plan (TR010064/APP/6.5) which will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1) concludes there would be no significant effects (i.e., moderate, large of very large effects) once mitigation has been taken into account on any biodiversity receptor due to construction and operation of the Scheme. The Applicant will implement a landscaping scheme as shown of Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) which will provide a net gain (3.68% for area in habitats and 58.50% for hedgerows) in the value of habitats for those lost as a result of the Scheme (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3), maximising biodiversity delivery. The Scheme design includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. In order to reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced and can be found at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan focuses on how the Scheme will reduce carbon emissions during the construction of the Scheme through measures such as potentially using electric (or alternative lower-carbon fuel) construction equipment instead of conventional diesel-powered construction plant and/or the use of low carbon materials. The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).

Statutory Consultation under s47 & s48 of the 2008 Act with the local community & statutory publicity – Responses to Land Owners				
Respondent ID:	**Question**	**Response:**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
				There is little the Scheme can do to influence road user greenhouse gas emissions, therefore 'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050. Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally. A strategy will be in place prior to construction commencement which will address the management of soil and logistics around site; the details of which are included in the Outline Material Management Plan and Outline Soil Management Plan within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Soil Management Plan and Outline Materials Management Plan will be developed into the Soil Management Plan and Materials Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). As part of this strategy, plans will be in place to ensure the control of dust and prevention of mud making its way into public areas and onto roads. This may be through the use of features such as wheel washes and the provision of road sweepers. Where wheel wash systems are proposed, they will be suitably positioned to ensure that they are away from third party land and segregated from existing natural drainage systems to mitigate any risk of pollution. Wheel washes will be set up to ensure that vehicles leaving site will be clean and not taking mud onto the road. Temporary accesses and egresses will be set up off the motorway network to allow construction traffic to enter and exit site without the need to use local roads. This will eliminate the spread of dust and mud onto the local road network and affecting residential properties.

Q.4 Statutory Consultation under s47 & s48 of the 2008 Act with the local community & statutory publicity – Emails & Letters

The tables provided below evidence the regard had to responses received to National Highway's statutory consultation in accordance with s49 of the 2008 Act. Specifically, the table below, provides how National Highways have responded to email and letter responses received from the local community and statutory publicity under s47 and s48 of the 2008 Act.

Statutory Consultation under s47 & s48 of the 2008 Act with the local community & statutory publicity - Emails & Letters			
Respondent ID:	**Response:**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
E013	Thank you for the update on the M60 J18 Interchange Project. We will be attending the meetings once the dates have been published. Working on Eden Gardens Allotments Assoc, Derwent Avenue, which is placed very close to the area you will be working, actually, couldn't be any closer or we would be working on the motorway. My concern is Air and Noise Pollution, which as you can imagine is very high in this location without having the traffic moving closer to where we are working our plots. My thought is, we need the trees bordering the allotment and motorway, but they are very high, leaving very wide gaps at the base which give no protection what so ever from air pollution or noise pollution. Could these trees be lowered to encourage thickening at the base? Also, evergreen shrubs planted to make a better screen of the traffic which can be seen so easily due to its closeness. A Highways Officer came to the allotment looking at the embankment fence, which is quite flimsy. I believe this may be replaced with a sturdy steel fence for safety issues, probably to reduce accident problems. Maybe these issues could be brought up and discussed at the meetings. I just thought letting you know in advance would help with any discussions.	N	The Applicant can confirm that the impacts of the Scheme on noise and vibration has been assessed in Chapter 11, Noise and Vibration and the Scheme impacts on Air Quality in Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1). An iterative process has been undertaken to refine the Scheme to avoid tree loss on the embankment where possible. As part of the Scheme design, the trees bordering the Eden Garden allotments and motorway would need to be removed to allow the construction of a new retaining wall. The Applicant has undertaken an Arboricultural Impact Assessment which is included in Appendix 7.5. Arboricultural Impact Assessment of the Environmental Statement (TR010064/APP/6.3). The Arboricultural Impact Assessment covers trees and woodland that could be affected by the Scheme and Figure 7.5.1 Tree Constraints Plan and Figure 7.5.2: (Tree Removal Plan, Annex A of Appendix 7.5) of the Environmental Statement Appendices (TR010064/APP/6.3) show the locations of trees within the Order Limits, and those currently at risk of removal. The Arboricultural Impact Assessment also includes recommendations for tree protection measures during the construction phase, and also for the development of an Arboricultural Method Statement to detail how they will protect existing trees within temporary working areas. The Applicant will be replacing the vegetation along the embankment with native trees and shrubs with a higher proportion of lower growing shrubs including evergreens, which should provide better screening in the future. The environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting. Indicative species mixes are provided in Appendix N Outline Landscape and Ecology Management Plan of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Landscape and Ecology Management Plan will be developed into the Landscape and Ecology Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant's modelling of air pollution concentrations close to the M60 have not included the presence of the trees in this area. For air quality, trees affect the flow of air pollution around them, therefore, the concentration in one location may increase as more air pollution is channelled to that location by tree(s) and another location may see a decrease, further away there is unlikely to be any discernible change. The nearest modelled receptor (R83), at the south-western end of Duddon Close, to Eden Gardens allotments, has a predicted negligible nitrogen dioxide (NO_2) concentration increase in the opening year (the worst-case year) from 28.0 µg/m3 to 28.1 µg/m3, as reported in Appendix 5.2 Air Quality Results of the Environmental Statement Appendices (TR010064/APP/6.3). These concentrations are below the air quality legal limit human health-based value (40µg/m3) for NO_2. Other pollutants (i.e., particulate matter (PM_{10}) assessed in this location were also below the assessed objective or legal limit values. As discussed in section 5.10 of Chapter 5 Air Quality of the Environmental Statement (TR010064/APP/6.1), overall, for human health there were no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. Regarding noise the Scheme will bring the edge of the running lane of traffic slightly closer to the Eden Garden allotments (by approximately 2.5metres). A Low Noise Road Surface with better performance than a conventional low noise surface will be provided between junction 17 and junction 18 of the M60. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and

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			the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for conventional low noise road surfacing. The noise modelling results indicate that there would be a reduction in road traffic noise of just over 3 decibels at Eden Gardens allotments on Scheme opening, albeit reducing to 1 decibel over the long-term. A change of this magnitude on Scheme opening is likely to be noticeable to most people. The assessment concludes that the overall change is a not-significant effect. The Road Restraint Risk Assessment Process has been carried out during preliminary design and will continue to be developed throughout detailed design to formally record the type and location of all of the hazards which are to be mitigated by the design. Wooden fencing would typically be used to mark the Applicant's boundary (*CD 377 - Requirements for road restraint systems)*, and where necessary, safety barriers will be provided in addition to any wooden fencing.
E017	I travel this route daily, the main issue here is people on the M60 heading to the M66 are being blocked by others who are stopped wanting to move into the queues that are turning off onto the M62, the solution would be to install gantries with lane change camera technology and catch and fine these inconsiderate drivers, who don't want to wait in a queue in the correct lanes. Which I don't think the solutions proposed will stop	N	The Applicant confirms that what the respondent describes is known as "swooping" which is vehicles making late lane changes to take exits from motorways, despite advanced signage and road markings, some motorists still perform these dangerous and aggressive movements. Unfortunately, cameras alone would not be sufficient to detect and prosecute this type of behaviour. This can only be policed, enforced, or prosecuted by police officers who witness this behaviour and consider it to be dangerous driving and be in contravention to the law. However, the Applicant aims to mitigate this behaviour through the provision of new gantries with advanced direction signs along with new road markings advising which lanes motorists need to be in for their required destination, but this will still require motorists to pay attention to the instructions given. Further details on the position of the new gantries can be found on the General Arrangement Plans (TR010064/APP/2.2) and Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). The M60 northbound diverge will be modified as part of the Scheme to cater for the forecasted traffic demand in the design year, 2044 (fifteen years following road opening). Lane 1 and 2 of the diverge will direct traffic towards the M60 westbound with lane 3 directing traffic towards the Simister Island signalised junction, to then access the M62 eastbound. The M60 northbound to M62 eastbound connection will see benefits through the addition of the new M60 eastbound to M60 southbound link (loop). The link removes all traffic travelling M60 eastbound to M60 southbound from the circulatory and removes a set of traffic signals. With this reduction in demand on the circulatory, traffic travelling to and from other directions will be able to flow more freely with modified traffic signal timings and released capacity. Further details of the benefits the Scheme will deliver can be found in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
E021	I am writing to inform you I no longer need the consultation brochure or the response form. A copy of each was delivered to my address today. I am rather annoyed that there is no letter attached telling me when & where your public consultations are going to be held. I know the 1st one was held yesterday at Parrenthorn High school. I am upset as I live in Simister and feel this development will impact on myself & my family & for some unknown reason appear to be excluded from rightful information & discussion.	N	The Applicant can confirm that details of public consultation events were included within the consultation brochure. Over 10,000 consultation brochures, response forms, FAQs and postcards were distributed providing information about the Scheme to the community on 10 February 2023 to ensure delivery on or before the start of the consultation on 15 February 2023, the consultation event at Parrenthorn High School took place on 21 February 2023. This included local residents, businesses, and special interest groups. The Applicant can confirm that the whole of Simister Village was included within this distribution. In addition, notices were published in The Bury Times on 2 and 9 February and the Jewish Telegraph on 3 and 10 February to publicise the consultation. Further details are available in the Consultation Report (TR010064/APP/5.1). The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team

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			who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
E026	I am writing to you as a deeply concerned resident of Simister Village in Greater Manchester. Over the last 5 years I have been trying, unsuccessfully, to find out who is responsible for our air quality. I first wrote to the leader of Bury Council whom at that time was Geoff Little. Mr Little confirmed they are not responsible for the strategic road network that causes Simister Village air pollution, and referred me to Michael Gove MP, to ask Highways England to respond, which I did (see Mr Little response to me) Michael Gove MP responded and informed me that Bury Council is responsible for our air quality. However, if they have no power over the strategic road network pollution, only the local road network pollution, then how can our air quality be improved when we are surrounded by 3 motorways: the M60, M62 and the M66? I managed to ascertain readings from Highways England under a freedom for information request. This confirmed that 75% of the time Simister Island pollution levels were above the WHO recommended limits of 40. I requested the data from Bury Council which showed the figure to be slightly lower, we breach the 40 limit about 50% of the time, so again above the WHO recommended limits of 40. Please note, however, that the readings provided by Bury Council for the data came from Knox tubes, not in the Village of Simister, but from another area of Bury. This is due to the fact that 10 years ago they removed the Knox tubes from Simister Village and re-situated them at the corner of the Borough boundary for Bury. I asked Bury Council to provide more Knox Tubes for Simister in light of the fact our air quality is so bad, but unfortunately they said the council could not afford them! Now to add to my concerns, GMCA Places for Everyone (which is currently being consulted over by the Planning Inspectors via Greater Manchester Combined Authority) is now wanting to build some 1250 homes and an industrial park some 1.4 million square foot in Simister	N	The Applicant has set out at section 5.10 of Chapter 5 Air Quality of the Environmental Statement (TR010064/APP/6.1), that overall, for human health for annual mean nitrogen dioxide (NO2) and particulate matter there will be no significant effects during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects are assessed based on Design Manual for Roads and Bridges LA105 (air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). The relevant legislation for air quality assessment and the ability of the Scheme to meet the relevant air quality objectives and legal limit values are discussed in Chapter 5 Air Quality of the Environmental Statement, with no exceedances in the vicinity of Simister in the opening year (2029). The Clean Air (Human Rights) Bill is (October 2023) at its first reading in the House of Commons, and therefore, has no current legal standing (it is not yet an 'Act') and the final legislation enacted may be different to that which is currently proposed. The modelling of the Scheme does consider any future developments and future traffic growth. The modelling of the Core scenario, which represents the most likely outcome for future demand, considers traffic growth and committed developments and has been produced following Transport Analysis Guidance incorporating an uncertainty log. The log is a record of any future developments classified as either 'Near Certain', 'More Than Likely', Reasonably Foreseeable' or 'Hypothetical'. The Core scenario only includes development sites that are 'Near Certain' and 'More Than Likely'. In areas where there are no future planned developments, background traffic growth predictions provided by the Department for Transport have been used. The modelling of the Core scenario excludes any development sites where the classification is either 'Reasonably Foreseeable' (i.e., the outcome may happen) or 'Hypothetical' (i.e. there is considerable uncertainty whether the outcome will ever happen). As an example, the details of the Places for Everyone plan and the associated sites (which also include the Northern Gateway sites) are still under development, many of the development sites / areas contained within it are therefore omitted from the Core modelling and will not be reported in the Transport Assessment (TR010064/APP/7.4). Currently the uncertainty classification for Places for Everyone as a whole is Hypothetical (i.e., considerable uncertainty whether the outcome will ever happen). However, there are some individual sites which are included in the Places for Everyone plan but are more advanced in the planning system, such as part of the allocation in Rochdale (site JPA.1 and the associated highway network improvements at M62 junction 19 Harehills Road) which have been included in the Core modelling of the Scheme. If the classification of the Places for Everyone plan changes to 'Near Certain' or 'More Than Likely' then

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	Village (see attached information). These proposals via GMCA have been carried forward without any regard for the residents of Simister Village, and the proposals do not take into account the added pollution that would be caused by an extra 3000 cars and workspace for 25,000 workers whom will all be driving to and from the industrial park (I have not even included the lorries that will supply the units into this equation.) There is no other way to reach the industrial park from the motorway other than by vehicle. These proposals, if approved, will without a doubt take our air quality to new extreme levels of pollution. We are already above the WHO recommended limits, contrary to the figures provided by Bury Council which do not relate directly to our area. How bad does it have to get until someone in power takes responsibility and addresses our issues? GMCA and Bury Council wash their hands as they only have a remit to improve the air quality on the local road networks. This gives them the cart blanch to pollute the rest of us living near motorways and then to say sorry not our problem, as per the attached letter from Bury Council. The air quality readings GMCA for the Places for Everyone proposals put forward to the inspectors are also using modelling from readings taken from Knox Tubes at the boundary of the Bury borough and not Simister Village. Further it doesn't incorporate the fact that Highways England are planning a new link loop road updates to the M60 at Simister Island as well. So, I asked the expert whether this modelling has taken into account the Places for Everyone industrial park being proposed (which is going to be situated about 500 metres to the right of the loop road, that is currently being discussed at inspector level.) It is no surprise that the answer is an outstanding no! He then attempted to justify this by stating that they have only based the modelling on what has already been granted planning permission. I asked, "will you update the modelling if this Places for Everyone is passed at planning?" and his response was that he does not think so. I said does it take another child to die in this country for you to then tell me "lessons will be learned." https://www.google.com/amp/s/www.bbc.co.uk/news/uk-england-london-56801794.amp. Those lessons learned could be the death of my child or someone in Simister Village, as nobody is taking responsibility. I am hoping as Minister for the Environment you will understand and address our concerns, and that the Inspectors for Places for Everyone, will ensure that proper air quality modelling is undertaken which		these sites can be included in the Core scenario. The Applicant is not able to comment on local authority proposed developments or on the locations of any local air quality monitoring they may undertake.

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	includes all 3 of the potential changes to Simister air quality , the loop road, the industrial 1.4 million square feet of it and the potential new homes, before they make their final decision on the plans To add insult to injury, the air quality modelling for Places for Everyone also does not include Highways England proposed loop road either, so both parties are deliberately keeping the plans and modelling separate to try and condone their actions. This is totally unjustifiable. The plan is to build more homes and a warehouse space for a potentially massive workforce. In order to cater for this, the greenbelt fields which are the only thing currently allowing us to breathe in Simister, due to the 3 motorways that surround us on all sides of this little village, will be destroyed. When they destroy those fields for the loop road, 1250 houses and a whopping 1.4 million square feet of industrial units, our air quality pollution limits will probably be the highest in the country, given it is currently already above the recommended 40%, as this modelling shows, even after the loop road is built. Michael Gove MP referred me to GMCA Clean Air strategy for Greater Manchester insulting my intelligence knowing full well their remit is only the local road network. Our pollution is caused by strategic road network, so I am asking you who is responsible to address that please? And can you ask who ever that is, to ensure the modelling includes everything being planned for the area. I have also copied in the planning inspectors, as the wool is being pulled over their eyes in regard to the air quality modelling that £1000s is being spent on without all the plans for the area being included in that modelling. Therefore, the Preliminary Environmental Information Report produced by Highways England https://www.bing.com/ck/a?!&&p=1952f71fddc66b4fJmltdHM9MTY3NzAyNDAwMCZpZ3VpZD0yODY1NzMxZC05NTAzLTZjYjEtMTc4Ni02MTc3OTRjODZkOGMmaW5zaWQ9NTE3Mw&ptn=3&hsh=3&fclid=2865731d-9503-6cb1-1786-617794c86d8c&psq=highways+england+preliminary+environmental+information+report+simister&u=a1aHR0cHM6Ly9leHBlcmllbmNlLmFyY2dpcy5jb20vZXhwZXJpZW5jZS81YWIzMzVjOGY1ODk0OGU3OGE5NzkwMDkzYjM3NWJjYy8&ntb=1 is not an accurate document. This has been confirmed by the air quality expert from Highways England, just last night, who was present at the Consultation Hearings for the new proposed Highways England Loop Road at Simister Island. [Anonymised] from Highways England, who was also present, can confirm this conversation with the Air Quality Expert, as they can only		

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	model on what planning permission has already been granted for! As I am sure you can appreciate this is a huge waste of public funds, what is the point of spending money on modelling for the future when they are currently aware that in March 2023 a decision will be made by the Inspectors for GMCA Places for Everyone. Surely, it would make more sense and save the British tax payer thousands to do the preliminary environmental information report and include within it such factors as Places for Everyone which proposes the biggest changes to Simister Village in its 300 year old history. This could then be used to correctly inform the Inspectors of the current state of play regarding air quality in Simister Village, and the modelling that would show the future position. I believe that if the modelling included GMCA Places for Everyone, the readings used for the modelling were taken from Simister Village/Island then the inspectors would rightly be as mortified as the residents of this village all are. I know there is a bill currently being passed through the House of Commons with regard to our right to clean air. (https://bills.parliament.uk/bills/3161) Again, I am writing to you as the Minister for the Environment to take action and make someone responsible for our air quality, and to address our concerns over separate modelling by highways England and GMCA in an attempt to condone their actions to planning inspectors. I would also ask the information programme officers at GMCA this email is addressed to share its contents with the Planning Inspectors currently examining the documents for PfE. I met with the air quality expert responsible for Highways England Preliminary Environmental Information Report, he was rather pleased to inform me that with the new loop road to be put in place at Simister Island will reduce our air quality pollution slightly by 2 in 2027! As you can see below from my screen shots the red square across the other side of the motorway (below the black x I have drawn), shows that even with this modelling, it is still above 40! And this is after the improvements of the link road they are building which is the blue loop! The Arrow shows Simister Village and my home.		
E028	If this is just another smart motorway, don't bother. Does not help congestion, just makes it worse. Imbecile motorway not a smart motorway!!	N	The Applicant confirms that the design for the M60 junction 17 to junction 18 maintains the existing Controlled Motorway operating regime, while providing an additional lane. A Controlled Motorway is a motorway that uses variable mandatory speed limits to increase capacity and smooth the flow of traffic while retaining a hard shoulder.

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			The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
E038	Please accept this email as my response to the M60 junction 18 Simister Island interchange consultation. I would appreciate confirmation of receipt and acceptance of my response please. I am strongly opposed to this project as it would increase noise and air pollution for communities already suffering alongside the existing road. I note that your consultation website states that you provide three times more miles per person than the railways. I would say that this is because too much investment is made into too many road projects, at the detriment to alternative options such as improving rail service. Many people want to travel more sustainably, and not have the expense of a car, but there are not reliable, affordable options when it comes to public transport because Government continue to invest in destructive harmful road projects instead of focusing on a more sustainable future. There is growing evidence that this needs to change, and with lots of new legislation and policy changes happening we will hopefully start seeing a change in this ridiculous position. National Highways days should be numbered, and the sooner we have a national body for integrated sustainable travel options, instead of NH that focuses purely on unsustainable options, the better. The UK is one of the most nature depleted countries in the world, and we need to be doing all we can to save, protect, and enhance our natural environment, not decimating more of it, and adding to pollution levels that not only impact us as communities, but also impact the natural environment and wildlife. Evidence shows that more roads/lanes leads to more traffic, this is a never ending vicious cycle that needs to be stopped now.	N	The Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester lie within the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives. The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in

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	I do not support the design changes, as I do not support the project at all. There is plenty of evidence to show schemes like this fail to deliver on promised economic benefits or journey time savings. I note that you are not even confident on the estimated cost of the scheme, which is not surprising as the costs always rise far more than ever first stated, and you always fail to offer adequate transparency on cost of proposed projects. Whatever the cost it is too high, financially and the cost to our health and well-being and the environment. The newly set legal targets for air pollution need to be taken seriously. We are living in times where air pollution is a serious issue and has a great impact on health care, the NHS. Electric vehicles and other non-fossil fuel vehicles are not the panacea many like to believe, and still emit deadly PM2.5 from brake dust, tyre and road wear. These particulates can travel thousands of miles, and are so tiny they get into our organs via the bloodstream. They pollute the air we breathe, the water we drink, and the soil which we grow our food in. We need to address the serious issue of air pollution as if our lives depend on it, because they do! Similarly we are living at a time of climate emergency, and again we need to be addressing this serious issue as though our lives depend on it because they do. Put simply, road schemes like this are destructive, harmful, not fit for purpose, and a waste of taxpayers' money. We need and deserve better, and there are more sustainable alternatives. I remain strongly opposed to this scheme and call for it to be scrapped, and the money invested in better and more sustainable alternatives.		greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. In order to reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced and can be found at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan focuses on how the Scheme will reduce carbon emissions during the construction of the Scheme through measures such as potentially using electric (or alternative lower-carbon fuel) construction equipment instead of conventional diesel-powered construction plant and/or the use of low carbon materials. The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). There is little the Scheme can do to influence road user greenhouse gas emissions. 'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050. The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any proposed mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. As set out in section 5.10 of Chapter 5 Air Quality of the Environmental Statement (TR010064/APP/6.1), overall, for human health there were no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects are

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			assessed based on Design Manual for Roads and Bridges LA105 (air quality) definitions, which are explained in section 5.3 of Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). As presented in Section 8.10 of Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1), the Applicant has undertaken an assessment of the likely significant effects caused by the construction and operation of the Scheme on sites designated for their ecological interest, habitats and protected and notable species of wildlife. This assessment is supported by various technical appendices including Appendix 8.2: Designated Sites Air Quality Assessment of the Environmental Appendices (TR010064/APP/6.3) which assesses the effects of nitrogen deposition on sites designated for their ecological interest. Section 8.9 of Chapter 8 Biodiversity of the Environmental Statement summarises the mitigation which will be provided to offset impacts to biodiversity receptors such as protected and notable species of wildlife. This includes implementation of a landscaping scheme as shown of Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) which would provide a net gain in the value of habitats against habitats lost to the Scheme (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)). Chapter 8 Biodiversity of the Environmental Statement concludes there would be no significant effects (i.e., moderate, large, or very large effects once mitigation has been taken into account) on any biodiversity receptor due to construction or operation of the Scheme. Mitigation measures are set out within the Register of Environmental Actions and Commitment within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
E031	I'm writing further to my conversation with [anonymised] regarding the impact of your proposal on our land interests. In the first instance, I would appreciate it if you could confirm: In what way will our interests be impacted? From the plans it is unclear whether the scheme area includes or simply adjoins our land. What will the areas within/adjoining our land interests be used for? Again, it is unfortunately unclear from the plans. As I discussed with [Anonymised] the impact on our land interest needs to be considered in the context of our development proposals for this area of land. You will be aware that the site was allocated for residential development as part of the Northern Gateway in an earlier iteration of the Greater Manchester-wide "Places for Everyone" development plan. It was removed from that plan at a late stage as the GMCA felt they had enough housing land without it. We are disputing that assertion and seeking to see the site reinstated as a development allocation through	Y	The Applicant has engaged with the respondent regarding their land interest. Following the statutory consultation between 15 February 2023 and 28 March 2023 the land in question was removed from the Order Limits after the refinement of the landscape design. The respondent was advised of this as part of the supplementary non-statutory consultation which took place between 31 July 2023 and 10 September 2023. Further details of the supplementary non-statutory consultation can be found in Chapter 4 of the Consultation Report (TR010064/APP/5.1).

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	the ongoing examination process. Even if we are unsuccessful in those efforts, the examination process has made clear that each of the nine LPAs who are part of Places for Everyone will need to consider housing supply again as part of their own forthcoming local plan processes. The GMCA have also made clear that it is entirely possible more land will need to be released from the green belt as part of that local plan process. We will therefore have another opportunity to secure a development allocation for the site in the near future. We must, therefore, protect our position with regard to our site's future development potential. To help you understand the implications of your proposal on our scheme, I have attached an illustrative masterplan for our site. As our site was, at one stage, proposed to be released for development, this masterplan was prepared in close consultation with the LPA. The access arrangements in particular were driven by Bury's highways team. However, it has always been our view (based on the advice of our highways consultant) that the site could be satisfactorily accessed simply by upgrading Pole Lane / Mode Hill Lane through the centre of the site. Although this route is not shown on Bury's highway records as being adopted, evidence from tithe maps for the area demonstrates that the road was in existence prior to 31 August 1835 and is, therefore, part of the adopted highway. I look forward to receiving answers to my initial questions in due course, and for your comments on the extent to which your project will impact on our development proposals (and how that impact can be mitigated)		
E072	I live just [removed respondent address] I'm extremely concerned about the air pollution that this proposal work is going to cause we already have car back us behind our house and what we are seeing is that there now going to be twice as many car backed up behind our house witch will also increase the air pollution.!!! Not only to mention that possible taking down trees in our garden witch will also add to the air pollution.!!! I don't understand why this allowed why our health is not important to this project!!!! No one today at the meeting at the our lady of Grace in Prestwich, m251as could tell me what is going to actually happened to help with this matter. I need some to tell me what you are going to do to actually help this matter to tell me that I don't have to worry about my or my family health and just to add my child has asthma.. a child died in London due to air quality and having asthma... Do you even understand the stress that a	N	The Applicant has engaged with the respondent to discuss their concerns. The Applicant confirms that Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing. It should be noted that the assessment relates to population health (patterns of health across a population) and that individuals with particular health issues and sensitivities may respond differently from average. As discussed in section 5.10 of Chapter 5 Air Quality of the Environmental Statement (TR010064/APP/6.1), overall, for human health there are no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects are assessed based on the Design Manual for Roads and Bridges LA105 (air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. The assessment of significant effects are assessed based on the Design Manual for Roads and Bridges LA105 (air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an

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	mother and father fear when a child has a asthma attack let alone knowing now that's there going to be a higher chance it's going to happen due to this. I need to know that my child and myself family health is going to be okay and so far there is no evidence that it is. Please contact me on [removed phone number] on this urgent matter Regards		improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of dust arising from construction is considered to be 'high' therefore mitigation measures have been set out in the Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include actions like wheel washing of construction equipment, vehicles and other dust suppression techniques on plant and earth moving equipment. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
E076	As I understand, the Northern Loop from the M60 east to the M60 south is the only way to travel clockwise on the M60. It is not clear from the information I have whether this loop is one lane or two (or more). If only one lane, I would think the free flow would not be very free at busy times. Is it only one lane?	N	The Applicant confirms that the M60 eastbound to southbound (Northern Loop) link will have two lanes. Further details can be found in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1) and General Arrangement Plans (TR010064/APP/2.2).
E078	After being requested on Saturday by a member of your consultation team to arrange a meeting, I am disappointed that you are unable to accommodate the residents of Simister with a face to face meeting during your consultation period, As I mentioned to your colleague on Saturday the elderly residents of Simister have not been given the opportunity to participate in your Public Consultation. The next meeting of the Simister Village association is on Wednesday 19 April 2023 at 7.30 at St George's Church Nutt Lane, Simister. I will send the link you provide to the groups i am on for any of the Simister residents who are able and would like to join a virtual Teams meeting. I feel you have been unfair in your approach to the consultation, you stated in your pre-liminary report (PEIR) that you would provide a consultation brochure and response pack to everyone in the immediate area. I live in Simister but knew nothing of the consultation until Sunday 20 February 2023. which was already 5 days into your consultation time table. I emailed to request a pack on the Monday 21st February 2023 which was the day before the 1st meeting and only received my pack on the Wednesday 22 March 2023, after the 1st meeting at Parrenthorn School. I have spoken to neighbours who did not receive their pack until later than the 22nd march 2023.	N	The Applicant distributed over 10,000 consultation brochures, response forms, FAQs and postcards providing information about the Scheme to the community on 10 February 2023 to ensure delivery on or before the start of the consultation on 15 February 2023. This included local residents, businesses, and special interest groups. The Applicant can confirm that the whole of Simister Village was included within this distribution. In addition, notices were published in The Bury Times on 2 and 9 February and the Jewish Telegraph on 3 and 10 February to publicise the consultation. The Applicant provided a number of options for members of the public to engage with the consultation including face to face events, webinars, and telephone events throughout the six-week consultation period. Further details are set out in the Consultation Report (TR010064/APP/5.1). The Applicant also arranged a dedicated webinar to take place for Simister residents on 23 March 2023. The Applicant also attended a Simister Village Association meeting on 19 April 2023. The Applicant will aim to minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in

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	It does not instil me with confidence that you will abide by what you propose. I was unaware of any virtual forum meetings concerning WCH and as a member of the bridleways association and there being over 100 horses living in Simister village. I am greatly concern on the impact this will have on Bridleways and public footpaths.		Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1).
E080	I wish to object to the proposals which involve the destruction of green space and peatland. I am concerned that this scheme will significantly increase motor vehicle traffic in the area, which will, of course, also increase air, noise, light and water pollution as well as greenhouse gas emissions and vibration. It will impact GM's ability to meet its targets for carbon emissions, nature's recovery, air pollution, etc. The new construction is planned on Green Belt land and this will be yet another heavy blow, given GM's plans to release 2,430 hectares of Green Belt across the region as part of the Places for Everyone Plan. The scheme fails to provide a sustainable solution It will not support modal shift from road to rail/water for freight transport It will not support modal shift from road to public transport/active travel for car users It will cause significant harm to the purposes of the Green Belt land There are believed to be peat deposits which will be impacted - releasing carbon into the atmosphere and preventing future restoration opportunities Local people and wildlife will be significantly impacted by the increased pollution caused by the scheme (air, noise, light, vibration and water) The scheme contributes to the current mental health crisis The data available for review is inadequate Information on the carbon emissions caused by the construction of the scheme, nor the total additional carbon emissions over the lifetime of the scheme is missing There is no assessment of Green Belt Harm There is no road accident information Traffic modelling is based on 2018 forecasts, which are 5 years out of date (there have been significant increases in traffic in GM since 2018) Estimated costs between £260m-£340m for the scheme itself, ignore the potential additional transport interventions which would take the costs significantly over this figure. Sustainable transport options for Greater Manchester (public transport and sustainable freight) would be a better investment. Please take account of my submission to the consultation as an individual local resident.	N	The Applicant sets out at section 5.10 of Chapter 5 Air Quality of the Environmental Statement (TR010064/APP/6.1), that overall, for human health there are no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects are assessed based on the Design Manual for Roads and Bridges LA105 (air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1) is supported by Appendix 8.2: Designated Sites Air Quality Assessment of the Environmental Statement Figures (TR010064/APP/6.3) which assesses the effects of nitrogen deposition on sites designated for their ecological interest. Chapter 8 Biodiversity of the Environmental Statement concludes there would be no significant effects (i.e., moderate, large, or very large effects once mitigation, such as dust control measures, has been taken into account) on any biodiversity receptor due to changes in air quality as a result of the Scheme. The Applicant has undertaken a detailed assessment of noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses as a result of the Scheme will result in increases in road traffic noise if mitigation is not also considered. However, the Applicant will provide Low Noise Road Surface with better noise reducing performance than a conventional Low Noise Road Surface on the M60 between junction 17 and junction 18, and a conventional Low Noise Road Surface will be provided for the remaining areas of the motorways that form the Scheme including parts of the M66. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional Low Noise Road Surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. Operational vibration from road traffic has not been considered as part of the assessment in accordance with the Design manual for Road and Bridges LA 111 Noise and Vibration, as a maintained road surface will be free of irregularities. Operational vibration will therefore not have the potential to lead to significant adverse effects. The Applicant has assessed the effects from new street lighting and from car headlights as part of the visual impact assessment and the street lighting design. During construction vegetation would be removed to allow the addition of the fifth running lane. However, the Applicant will provide temporary fencing during construction, and existing or reinstated boundary fencing and other screening (e.g., noise barriers and vegetation) when the Scheme is open to reduce any headlight glare. The Environmental Masterplan at

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			Figure 2.3 of the Environmental Statement Figures (TR010064/APP/6.2) shows the vegetation which will be reinstated along most sections of the highway boundary and by the design year (2044) (year 15 of operation) will establish to provide a similar level of filtering or screening of cars and headlights as that which currently exists. Environmental fencing (close board fencing) to be provided for noise mitigation that will be removed during the construction phase will be reinstated in a similar location and at the same relative height as the fencing that was removed. The assessment of road traffic noise has not determined that increased height noise fences are required for this Scheme as the better performing low noise surface provides noise mitigation for receptors. The environmental design has aimed to maximise opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18. A series of visualisations, shown in Figure 7.7: Photomontages of the Environmental Statement Figures (TR010064/APP/6.2), have been developed, which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044) after road opening. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology of the Environmental Statement Appendices (TR010064/APP/6.3). The Applicant has undertaken an assessment of water quality impacts which is presented in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1) and is supported by Appendix 13.2: Water Quality Assessment of the Environmental Statement Appendices (TR010064/APP/6.3). This specifically looks at the issues arising from routine runoff from the road surface during operation of the Scheme. The assessment of potential impacts utilises the Highways England Water Risk Assessment Tool, as detailed in Design Manual for Roads and Bridges LA 113 - 'Road drainage and the water environment.' The assessment shows that all discharges from the Scheme are below the Environmental Quality Standards thresholds for copper and zinc concentrations. During construction of the Scheme, mitigation measures will be in place which will prevent or reduce any negative impacts to watercourses in the vicinity of the Scheme as set out in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). Mitigation includes but is not limited to measures to control sediment laden runoff from disturbed ground surfaces and stockpiled materials; storage and handling protocols for use of polluting substances (such as fuels, oils, chemicals, cement etc.); and adverse weather planning procedures. The First Iteration Environmental Management Plan will be developed into the Second Iteration Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010063/APP/3.1). Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1) provides a full assessment of the effects on wildlife and the habitats they rely upon, from habitat loss and changes in air quality, noise and vibration, and water quality due to the construction and operation of the Scheme. The chapter details the embedded and essential mitigation required to offset impacts. These measures are set out within the Register of Environmental Actions and Commitments contained within the First Iteration Environmental Management Plan (TR010064/APP/6.5) which will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 8 Biodiversity of the Environmental Statement

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			concludes there would be no significant effects (i.e., moderate, large of very large effects) once mitigation has been taken into account on any biodiversity receptor due to construction and operation of the Scheme. The Applicant will implement a landscaping scheme as shown of Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) which will provide a net gain (3.68% for area habitats and 58.50% for hedgerows) in the value of habitats for those lost as a result of the Scheme (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery. The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. In order to reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced which focuses on reducing carbon emissions during the construction phase of the Scheme. The Outline Carbon Management can be found at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives. The Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2, further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1).

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			There is little the Scheme can do to influence road user greenhouse gas emissions, therefore 'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050. With regard to the potential impact of the Scheme on Greater Manchester's ability to meet targets for carbon emissions, as noted in paragraph 14.1.9 of Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), the only statutory carbon targets are the carbon budget targets and the Net Zero 2050 target that are set at a national level i.e., they are targets for the UK as a whole. There are no sectoral targets (e.g., for transport), nor any targets set at a subnational geographic scale (e.g., for Manchester). This means that, for the purposes of assessing the likely significance of the effects of the Scheme on climate it is in accordance with the national carbon budgets. The Applicant's Landscape and Visual Impact Assessment, which can be found in the Chapter 7 Landscape and Visual Effects of the Environmental Statement (TR010064/APP/6.1) acknowledges the potential impact of the Scheme in the assessment of landscape character both in terms of the green belt designation and the effects of increased urbanisation on landscape character. As green belt is a land use policy rather than a landscape designation, it has been assessed separately in the Case for the Scheme (TR010064/APP/7.1), which demonstrates the very special circumstances for developing in the Green Belt. Very special circumstances are where there are other reasons to justify developing in the Green Belt even when a development would harm the openness of the Green Belt or any of the five purposes of the Green Belt. The very special circumstances are the national need for the Scheme, the benefits of the Scheme (in terms of reducing congestion and providing additional capacity which overall leads to a reduction in travel time) and the lack of alternatives with less impact on the Green Belt. The results of Scheme specific soil surveys and ground investigations indicate that there are limited existing peat soils on site. At most locations, only limited and isolated buried peat has been identified, with those peaty soils/horizons encountered tending to be clustered in the north-west of the Order Limits where fewer permanent works will take place. Refer to Chapter 9 Geology and Soils of the Environmental Statement for more details (TR010064/APP/6.1). Potential Greenhouse gas emissions associated with the extraction of peat soils are presented in Section 14.10 of Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1). Based on the above and the results of the UK Habitat Classification Survey (Appendix 8.1 UK Habitat Classification Report of the Environmental Statement Appendices (TR010064/APP/6.3), the Applicant maintains that there are no peat-dependent habitats within the Order Limits. The lack of hydraulic connection between the isolated pockets of peat and with any wider peat body, as well as the lack of an existing peatland seed stock, renders the potential for peatland restoration to be

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			very limited. There may be situations where excavation of peat is unavoidable due to safety concerns as peat deposits are highly compressible and would introduce a potential risk for excessive settlement and lateral movement following construction if left in-situ. If an embankment were to be constructed on the peat material, this could result in damage and/or collapse of the highway. Not addressing this issue would be an unacceptable risk to introduce during operation of the Scheme Remedial measures to reduce secondary consolidations and settlement involve the excavation and replacement of the peat material with granular fill, followed by the installation of band drains. Any peat/peaty material excavated during the works would be handled in accordance with the Outline Soil Management Plan at Appendix F of the First Iteration Environmental Management Plan (TR010064/APP/6.5), which has been developed in accordance with good practice guidance and would help mitigate potential adverse effects on all soil resources. The Outline Soils Management Plan will be developed into the Soils Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Assessment of the impact on these small peaty pockets is being carried out in consultation with Natural England; details of this consultation will be captured within a Statement of Common Ground which will be submitted to the Examining Authority during the course of the examination into the application for development consent. Potential greenhouse gas emissions associated with the extraction of peat soils are presented in Section 14.10 of Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1) and are shown to make a relatively minor (approximately 4%) contribution to total estimated construction phase greenhouse gas emissions. Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following the Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally. The Applicant has sought to minimise the areas of vegetation removed to enable construction of the Scheme. As stated in Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1), the Scheme would maximise biodiversity delivery through provision of new habitats within the landscaping scheme. The Scheme is predicting a net gain of 3.68% for area habitats, 58.50% for hedgerow habitats in biodiversity value. Tree belts along the motorway verges would be retained and protected where practicable. Vegetation would be reinstated along most sections of the highway boundary and by the design year (2044) (year 15 of operation) will establish to provide a similar level of landscape integration and visual

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			screening of the motorway and moving traffic as that which currently exists. The Applicant, as National Highways, is responsible for the Strategic Road Network motorways and major A-roads), of which this Scheme forms part of. Transport for Greater Manchester and local authorities are responsible for improvements to public transport in Greater Manchester. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
E091	I attended your public consultation on Tues 21/02/2023 at Parrenthorn School. I spoke with some of your people to see if or how my property would be affected. I was told that even though the 'Highways boundary' comes right up to my property's car park, it is not where the actual work will be taking place. If anything, the only work that would take place near my curtilage would be the resurfacing of the slip road. I then questioned the letter I had received stating I am Cat 1&2, which means I have an "interest" in land that is proposed to be acquired and/or otherwise used by the scheme. I then spoke with who I believe was [Anonymised], the project manager for this scheme, and a man named [Anonymised] (can't remember his surname), who advised that I had received the wrong letter and that my address is actually Cat 3. We were given a copy of a Cat 3 letter. I am planning on selling my flat and upgrading to a house within the next 12 months, and asked for written reassurance that there are no planned works directly affecting my property or its boundary. This is so I can give a copy to the estate agent and/or prospective buyer in the hope that the value of my property will not be negatively affected. I was asked by [Anonymised] to send in an email requesting this. Could you please address my concerns and send me a letter confirming what I have been told. Please include details of how far away from my property the work will be, expected disruption, for what period of time, if there would be compensation due in the future, and any expected effect on my property's value.	N	The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day after the Scheme is open to traffic. Should the Scheme receive successful grant of the development consent application construction would start in late 2025 and is expected to take around 3 years to complete. The Applicant will be carrying out works on the M60 junction 17 eastbound merge slip road which might include some pavement re-surfacing, the installation of new drainage infrastructure and modifications to street lighting and motorway communications infrastructure in the verge of the slip road. These works would be approximately 55 metres from your property. Regarding the enquiry on properties value, this relates to Part 1 of the Land Compensation Act 1973 which includes compensation for depreciation in value as a result of changes in physical factors arising from the use of the new road. The valuation date is in the future (1 year and 1 day after road opens to traffic), and so at this stage of the Scheme we do not undertake a formal valuation of every property. Valuation will be undertaken at the time of the statutory valuation date set out above. However, the Applicant is required under the section 42(1)(d) of the Planning Act 2008 to consult if a person is identified as the potential to make a relevant Part 1 claim (also known as Category 3) under the Land Compensation Act 1973. Further details are available in the Statement of Reasons (TR010064/APP/4.1). The Applicant acknowledges the error in issuing the consultation letters in relation to those land interests identified as Category 1 and Category 2 (as defined by section 42(1)(d) of the Planning Act 2008) and can confirm all affected parties were re-issued with the correct letter and a cover letter explaining the error.

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	Could you also send me the Cat 3 letter addressed to me, at my address. I currently only have an unaddressed, unspecific copy. My mother, [removed respondent name], is helping me with this matter, so please reply to both of us via the email addresses above. Contact number for myself is [removed phone number] Contact number for [removed respondent name] is [removed phone number].		
E093	Whilst we recognise that Simister Island Interchange is one of the busiest parts of GM's motorway system, and that this proposal will add new lanes to the M60 and the M66 in an attempt to address the severe congestion, we are concerned that this scheme will significantly increase motor vehicle traffic in the area, which will, of course, also increase air, noise, light, vibration and water pollution (and carbon emissions). The new construction is planned on Green Belt land, adding to the destruction being caused by GM's plans to release 2,430 hectares of Green Belt across the region as part of the Places for Everyone Plan. We would like to highlight the following key issues: · We believe the scheme will significantly increase traffic, pollution and carbon emissions and will impact GM's ability to meet its targets (for carbon emissions, nature's recovery, air pollution, etc) · The scheme is not a sustainable solution o It will not support modal shift from road to rail/water for freight transport o It will not support modal shift from road to public transport/active travel for car users o It will cause significant harm to the purposes of the Green Belt land o We understand there are peat deposits which will be impacted (releasing carbon into the atmosphere and preventing future restoration opportunities) o Local people and wildlife will be significantly impacted by the increased pollution caused by the scheme (air, noise, light, vibration and water) · The data available for review is limited	N	The Applicant sets out at section 5.10 of Chapter 5 Air Quality of the Environmental Statement (TR010064/APP/6.1), that overall, for human health there are no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects are assessed based on the Design Manual for Roads and Bridges LA105 (air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. The assessment of significant effects are assessed based on the Design Manual for Roads and Bridges LA105 (air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1) is supported by Appendix 8.2: Designated Sites Air Quality Assessment of the Environmental Statement Appendices (TR010064/APP/6.3) which assesses the effects of nitrogen deposition on sites designated for their ecological interest. Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1) concludes there would be no significant effects (i.e., moderate, large of very large effects once mitigation has been taken into account) on any biodiversity receptor due to changes in air quality. The Applicant has undertaken a detailed assessment of noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses will result in increases in road traffic noise if mitigation is not also considered. However, the Applicant will provide a low noise road surface with better performance than conventional low noise surfacing on the M60 between junction 17 and junction 18. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. A conventional Low Noise Road Surface will be provided for the remaining areas of the motorways that form the Scheme, including parts of the M66. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has undertaken an assessment of the effects from new street lighting and from car headlights as part of the visual impact assessment and the street lighting design. During construction vegetation would be removed to allow the addition of the fifth running lane. However, the Applicant will provide temporary fencing during construction, and existing or reinstated boundary fencing and other screening (e.g., noise barriers and vegetation) when the motorway is operational to reduce any headlight glare. The

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	o There is no information about the carbon emissions caused by the construction of the scheme, nor the total additional carbon emissions over the lifetime of the scheme o There is no assessment of Green Belt Harm o There is no road accident information o Traffic modelling is based on 2018 forecasts, which are 5 years out of date (there has been significant increases in traffic in GM since 2018) · Costs are estimated at between £260m-£340m for the scheme itself, but there are potential additional transport interventions which would take the costs significantly over this figure - we believe the funding would be better spent on sustainable transport options for Greater Manchester (public transport and sustainable freight).		Environmental Masterplan at Figure 2.3 of the Environmental Statement Figures (TR010064/APP/6.2) shows the vegetation which will be reinstated along most sections of the highway boundary and by the design year (2044) (year 15 of operation) will establish to provide a similar level of filtering or screening of cars and headlights as that which currently exists. Environmental fencing (close board fencing) to be provided for noise mitigation that will be removed during the construction phase will be reinstated in a similar location and the same relative height as the fencing that was removed. The assessment of road traffic noise has not determined that increased height noise fences are required for this Scheme as the better performing low noise surface provides noise mitigation for receptors. A series of visualisations, shown in Figure 7.7: Photomontages of the Environmental Statement Figures (TR010064/APP/6.2), have been developed, which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044). The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology of the Environmental Statement Appendices (TR010064/APP/6.3). The Applicant has undertaken an assessment of water quality impacts and is presented in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1) and is supported by Appendix 13.2: Water Quality Assessment of the Environmental Statement Appendices (TR010064/APP/6.3). This specifically looks at the issues arising from routine runoff from the road surface during operation. The assessment of potential impacts utilises the Highways England Water Risk Assessment Tool, as detailed in Design Manual for Roads and Bridges LA 113 – 'Road drainage and the water environment' Highways England Water Risk Assessment Tool is a multi-step approach to assess impacts of both soluble and sediment-bound pollutants. With consideration of mitigation measures such as swales and attenuation ponds all discharges from the Scheme are lower than the Environmental Quality Standards thresholds for zinc and copper. During construction, mitigation measures will be in place which will prevent or reduce any negative impacts to watercourses in the vicinity of the Scheme. Mitigation measures are set out within the Register of Environmental Actions and Commitments contained within the First Iteration Environmental Management Plan (TR010064/APP/6.5). Mitigations include but are not limited to measures to control sediment laden runoff from disturbed ground surfaces and stockpiled materials; storage and handling protocols for use of polluting substances (such as fuels, oils, chemicals, cement etc.); and adverse weather planning procedures. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The carbon emissions information was not provided in the Preliminary Environmental Information Report (see Annex L of the Consultation Report Annexes (TR010064/APP/5.2) as the information required to produce these estimates (e.g., the types and quantities of materials required to construct the Scheme) were not known at that time. The Preliminary Environmental Information Report was produced by the Applicant as one of supporting consultation documents for the statutory consultation held between 15 February 2023 and 28 March 2023 to help support informed responses from a wide range of consultees including the general public. Carbon emissions estimated to occur during the construction phase and over the operation phase of the Scheme are shown in Table 14.22 and Table 14.23 of Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), respectively.

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			The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. In order to reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced which focuses on reducing carbon emissions during the construction phase. The Outline Carbon Management Plan is at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). There is little the Scheme can do to influence road user greenhouse gas emissions, therefore 'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050. With regard to the potential impact of the Scheme on Greater Manchester's ability to meet targets for carbon emissions, as noted in paragraph 14.1.9 of Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), the only statutory carbon targets are the carbon budget targets and the Net Zero 2050 target that are set at a national level i.e., they are targets for the UK as a whole. There are no sectoral targets (e.g., for transport), nor any targets set at a subnational geographic scale (e.g., for Manchester). This means that, for the purposes of assessing the likely significance of the effects of the Scheme on climate is in accordance with the national carbon budgets. The Applicant notes concerns regarding the purpose and potential harm to greenbelt. The Landscape and Visual Impact Assessment, in Chapter 7 Landscape and Visual Effects of the Environmental Statement (TR010064/APP/6.1) acknowledges the potential impact of the Scheme in the assessment of landscape

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			character both in terms of the green belt designation and the effects of increased urbanisation on landscape character. As green belt is a land use policy rather than a landscape designation, it has been assessed separately in the Case for the Scheme (TR010064/APP/7.1), which demonstrates the very special circumstances for developing in the Green Belt. Very special circumstances are where there are other reasons to justify developing in the Green Belt even when a development would harm the openness of the Green Belt or any of the five purposes of the Green Belt. The very special circumstances are the national need for the Scheme, the benefits of the Scheme (in terms of reducing congestion and providing additional capacity which overall leads to a reduction in travel time) and the lack of alternatives with less impact on the Green Belt. The Transport Assessment (TR010064/APP/7.4) sets out how we developed our traffic models to reflect the baseline traffic conditions as they were in 2018 and then how the 2018 model was used to forecast future conditions. The 2018 baseline traffic model was developed using various different data sources which includes traffic data (some of which was extracted from WebTRIS which provides traffic flow and journey time data accessible through the National Highways website), anonymous mobile phone data to understand travel patterns, digital maps, and Department for Transport guidance to mention a few. Using the 2018 baseline data, future forecast scenarios were developed as discussed in the Transport Assessment (TR010064/APP/7.4). The report includes details of model scenarios, modelled future years, local developments and how we predicted the future growth. The future year traffic growth was taken from Department for Transport's National Trip End Model Forecasts and the NRTP22. Therefore, any increases in traffic due to either local developments or natural background growth will have been accounted in the modelling through the Department for Transport's traffic growth predictions. As per the Department for Transport, Transport Analysis Guidance, modelling work has been undertaken to understand how the Scheme is likely to perform using Department for Transport's traffic forecasts. Three future year traffic models were developed which were also used to undertake the Economic and Environmental assessments. The traffic models were developed for 2029 (Scheme opening year), 2044 (Scheme design year, 15 years after Scheme opening) and 2061 (the final year for which Department for Transport has published traffic growth forecast). The traffic models were developed using the Department for Transport's National Trip End Model, which considers national projections in population, employment, housing, car ownership and trip rates. The National Trip End Model forecasts an increase in traffic rather than a reduction (within Greater Manchester around 9% from 2018-2029, 15% from 2018-2044 and 20% from 2018-2061) and this is likely to contribute to increases in delay/congestion in the vicinity of M60 junction 18. If nothing is done, congestion will increase on routes around M60 junction 18 and the major road network, thus a Scheme like the M60 junction 18 is required to resolve the identified traffic related problems. The Applicant as National Highways is responsible for the Strategic Road Network motorways and major A roads), of which this Scheme forms part of. Responsibility for improvements to public transport fall under the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably

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			solve the identified problems and meet the Scheme objectives. The results of Scheme specific soil surveys and ground investigations indicate that there are limited existing peat soils on site. At most locations, only limited and isolated buried peat has been identified, with those peaty soils/horizons encountered tending to be clustered in the north-west of the Order Limits where there are fewer permanent works to be delivered. Further details are available in Chapter 9 Geology and Soils of the Environmental Statement for more details (TR010064/APP/6.1). Potential greenhouse gas emissions associated with the extraction of peat soils are presented in Section 14.10 of Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1). There may be situations where excavation of peat is unavoidable due to safety concerns as peat deposits are highly compressible and would introduce a potential risk for excessive settlement and lateral movement following construction if left in-situ. If an embankment were to be constructed on the peat material, this could result in damage and/or collapse of the highway. Not addressing this issue would be an unacceptable risk to introduce during operation of the Scheme. Remedial measures to reduce secondary consolidations and settlement involve the excavation and replacement of the peat material with granular fill, followed by the installation of band drains. Any peat/peaty material excavated during the works would be handled in accordance with the Outline Soil Management Plan at Appendix F of the First Iteration Environmental Management Plan (TR010064/APP/6.5), which has been developed in accordance with good practice guidance and would help mitigate potential adverse effects on all soil resources. The Outline Soils Management Plan will be developed into the Soils Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Assessment of the impact on these small peaty pockets is being carried out in consultation with Natural England; details of this consultation will be captured within a Statement of Common Ground which will be submitted to the Examining Authority during the course of the examination into the application for development consent. Potential greenhouse gas emissions associated with the extraction of peat soils are presented in Section 14.10 of Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1) and are shown to make a relatively minor (approximately 4%) contribution to total estimated construction phase greenhouse gas emissions. The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. The Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Those commuting through M60 junction 18 will experience improved travel times. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1) provides a full assessment of

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			the effects on wildlife and the habitats they rely upon, from changes in air quality, noise and vibration, and water quality due to the construction and operation of the Scheme. Chapter 8 Biodiversity of the Environmental Statement details the embedded and essential mitigation required to offset impacts as a result of the Scheme. These measures are set out in the Register of Environmental Actions and Commitments contained within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 8 Biodiversity of the Environmental Statement concludes there would be no significant effects (i.e., moderate, large of very large effects once mitigation has been taken into account) on any biodiversity receptor due to construction or operation of the Scheme. The Applicant will implement a landscaping scheme as shown of Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) which will provide a net gain of 3.68% for area habitats, 58.50% for hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), thereby maximising biodiversity delivery. Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following the Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.
E094	This week the world is reporting that scientists are delivering their final warning on the climate crisis, yet here in the UK we are still pushing forward with unnecessary road schemes, rather than progressing essential public transport and sustainable freight solutions. Having reviewed the documentation, I would like to highlight the following key issues: Given historical evidence, I believe the scheme will significantly increase traffic, pollution and carbon emissions and will impact GM's ability to meet its targets (for carbon emissions, nature's recovery, air pollution, etc), especially given the intention for this (rather than more sustainable solutions) to be the answer to the anticipated growth in personal and employment traffic across GM Whilst I recognise the road is operating over-capacity, the answer is not to create more lanes for yet more vehicles, the more sustainable alternative is that access to public transport and sustainable freight	Y	The Applicant has followed the Department for Transport, Transport Analysis Guidance, modelling work has been undertaken to understand how the Scheme is likely to perform using Department for Transport's traffic forecasts. Three future year traffic models were developed which were also used to undertake the Economic and Environmental assessments. The traffic models were developed for 2029 (Scheme opening year), 2044 (Scheme design year, 15 years after Scheme opening) and 2061 (the final year for which Department for Transport has published traffic growth forecast). The result of the modelling indicates that there are some increases in traffic forecast between junction 17 and junction 18 along the M60 eastbound and westbound. With the addition of the loop, traffic wanting to travel eastbound to southbound will use the loop instead of M60 junction 18 circulatory significantly reducing traffic flows on the junction 18 circulatory. As the Scheme increases forecast capacity in the vicinity of M60 junction 18 there is transfer of traffic from some of the local minor roads and A-roads onto the motorway network. The models also indicate a small reduction in traffic along Bury New Road (A56) / Bury Old Road (A665) through Prestwich. This is due to some trips from the Bury area to/from Manchester now using the M66 and junction 18/junction 17 rather than local road network due to reduced delays on this route. Although the Scheme attracts some traffic through the Scheme area (two junctions either side of M60 junction 18), the main purpose of the Scheme is to free up the currently delayed/congested traffic and

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	solutions should be accelerated Building more road access does not support economic productivity improvements as heavy congestion still happens, just over more lanes of traffic, more sustainable solutions for passengers and freight would result in much reduced journey times and increased productivity (especially given the aim to better connect Manchester with Leeds) I also disagree that the scheme will reduce traffic on some local roads, many local roads will find themselves the conduit to a perceived faster motorway option, adding to local congestion and increasing accidents Air, noise, light, vibration and water pollution will all increase as a consequence of this scheme, affecting both humans and wildlife species Paragraph 4.8.8 of the PEIR highlights the effects on residential property and housing/development land as not significant subject to essential mitigation. The paragraph then continues to describe mitigation for landowners and developers but not for residents. What is the mitigation for residents? Given the climate emergency, there should be no permanent loss of best and most versatile agricultural land The statements (that construction and operational phase greenhouse gas emissions are not likely to be significant) at paragraph 4.10.7 and 4.10.11 do not make sense! The scheme is, on its own, a considerable construction event, which will cause significant carbon emissions. Operationally, we anticipate the impact of increased traffic will also increase carbon emissions. When the cumulative impact of all National Highways road schemes are considered, the impact on the achievement of the Government's carbon targets will definitely be more than significant. Where is this cumulative figure considered? It does not appear to be considered in the "cumulative affects assessment". There appears to be no recognition of the carbon impact event that will be caused by the change of land use for the peatland area - where is this figure considered? The scheme is not a sustainable solution It will not support modal shift from road to rail/water for freight transport It will not support modal shift from road to public transport/active travel for car users It will cause significant harm to the purposes of the Green Belt land I understand there are peat deposits which will be impacted (releasing carbon into the atmosphere and preventing future restoration opportunities) Local people and wildlife will be significantly impacted by the increased pollution caused by the scheme (air, noise, light, vibration and water) The data available for review is limited There is no information about the carbon emissions caused by the construction of the scheme, nor the total additional carbon emissions over the lifetime of the scheme There is no assessment of Green Belt Harm		improve travel through this area. A review of the modelled Scheme performance in the 2061 future year indicates that the Scheme is able to accommodate future traffic growth at junction 18 and the links between junction 17 and junction 18. Further details can be found in the Transport Assessment (TR010064/APP/7.4). The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. In order to reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced, which focuses on reducing carbon emissions during the construction phase. The Outline Carbon Management Plan can be found at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan to be implemented during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). There is little the Scheme can do to influence road user greenhouse gas emissions, therefore 'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050. With regard to the potential impact of the Scheme on Greater Manchester's ability to meet targets for carbon emissions, as noted in paragraph 14.1.9 of Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), the only statutory carbon targets are the carbon budget targets and the Net Zero 2050 target that are set at a national level i.e., they are targets for the UK as a whole. There are no sectoral targets (e.g., for transport), nor any targets set at a subnational geographic scale (e.g., for Manchester). This means that, for the purposes of assessing the likely significance of the effects of the Scheme on climate it is in accordance with the national carbon budgets.

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	There is no road accident information Traffic modelling is based on 2018 forecasts, which are 5 years out of date (there has been significant increases in traffic in GM since 2018) Costs are estimated at between £260m-£340m for the scheme itself, but there are potential additional transport interventions which would take the costs significantly over this figure - I believe the funding would be better spent on sustainable transport options for Greater Manchester (public transport and sustainable freight).		The Applicant sets out at section 5.10 of Chapter 5 Air Quality of the Environmental Statement (TR010064/APP/6.1), that overall, for human health there were no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects are assessed based on Design Manual for Roads and Bridges LA105 (air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). The Applicant acknowledges the concerns raised about the motorway widening, however the Scheme requires 5-lanes in both directions between junction 17 and junction 18 of the M60 to facilitate the forecasted traffic demand in 2044. This is achieved by converting the existing hard shoulder to a running lane and providing additional hard shoulder in both directions and as result no permanent land take is required outside of current land owned by the Applicant along the junction 17 to junction 18 corridor. The Applicant, as National Highways, is responsible for the Strategic Road Network motorways and major A roads), of which this Scheme forms part of. Responsibility for improvements to public transport fall under the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives. The Applicant has undertaken a detailed assessment of noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and this is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses will result in increases in road traffic noise if mitigation is not also considered. However, the Applicant will provide a low noise road surface with better performance than conventional low noise surfacing on the M60 between junction 17 and junction 18. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. A conventional low noise surface will be provided for the remaining areas of the motorways that form the Scheme, including parts of the M66. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has undertaken an assessment of water quality impacts which is presented in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1) and is supported by Appendix 13.2: Water Quality Assessment of the Environmental Statement Appendices

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			(TR010064/APP/6.3). This specifically looks at the issues arising from routine runoff from the road surface during operation. The assessment of potential impacts utilises the Highways England Water Risk Assessment Tool, as detailed in the Design Manual for Roads and Bridges LA 113 - 'Road Drainage and the water environment'. Highways England Water Risk Assessment Tool is a multi-step approach to assess impacts of both soluble and sediment-bound pollutants. The Applicant undertook a pre-mitigation assessment which has supported design considerations for the drainage design for the Scheme. Where pre-mitigation failures of the Highways England Water Risk Assessment Tool assessment were identified (for example, concentrations of zinc and copper in runoff entering watercourses being above the environmental quality standards) recommendations for inclusion of Sustainable Drainage Systems measures have been incorporated into the Scheme design. Sustainable Drainage Systems elements (swales, attenuation ponds etc.) provide water quality treatment functions which allows the treatment of the soluble and sediment-bound pollutants which come from runoff of the highway surface. With consideration of the mitigation measures outlined above, all discharges from the Scheme are lower than the environmental quality standards thresholds for zinc and copper. Full details of the assessment are set out within Appendix 13.2: Water Quality Assessment of the Environmental Statement Appendices (TR010064/APP.6.3). During construction, mitigation measures will be in place which will prevent or reduce any negative impacts to watercourses in the vicinity of the development. Mitigation measures are set out within the Register of Environmental Actions and Commitments contained within the First Iteration Environmental Management Plan (TR010064/APP/6.5). Mitigation will include, but is not limited to, measures to control sediment laden runoff from disturbed ground surfaces and stockpiled materials; storage and handling protocols for use of polluting substances (such as fuels, oils, chemicals, cement etc.); and adverse weather planning procedures. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has assessed the effects from new street lighting and from car headlights as part of the visual impact assessment and the street lighting design. During construction vegetation will be removed to allow the addition of the fifth running lane. However, the Applicant will provide temporary fencing during construction, and existing or reinstated boundary fencing and other screening (e.g., noise barriers and vegetation) when the motorway is open to reduce any headlight glare. The Environmental Masterplan at Figure 2.3 of the Environmental Statement Figures (TR010064/APP/6.2) shows vegetation which would be reinstated along most sections of the highway boundary and by the design year (2044) (year 15 of operation) would establish to provide a similar level of filtering or screening of cars and headlights to that which currently exists. Environmental fencing (close board fencing) for noise mitigation that is removed during the construction phase will be reinstated in a similar location and at the same relative height as the fencing that was removed. The assessment of road traffic noise has not determined that increased height noise fences are required for this Scheme as the better performing low noise surface provides noise mitigation for receptors. A series of visualisations, shown in Figure 7.7: Photomontages of the Environmental Statement Figures (TR010064/APP/6.2), have been developed, which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044). The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact

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			Assessment Methodology of the Environmental Statement Appendices (TR010064/APP/6.3). The Applicant confirms that approximately 2.3 hectares of best and most versatile agricultural land (2.7% of the Order Limits) would need to be permanently acquired for the Scheme. Topsoil from this area of permanent land-take would be stripped and sustainably reused elsewhere. In addition, by following good practice soil management measures set out in the Outline Soils Management Plan at Appendix F of the First Iteration Environmental Management Plan (TR010064/APP/6.5), soil degradation during stripping, handling and storage would either be avoided, or would only be temporary in nature. The Outline Soils Management Plan will be developed into the Soils Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant acknowledges the concerns regarding the purpose and potential harm to greenbelt. The Landscape and Visual Impact Assessment, in Chapter 7 Landscape and Visual Effects of the Environmental Statement (TR010064/APP/6.1) acknowledges the potential impact of the Scheme in the assessment of landscape character both in terms of the green belt designation and the effects of increased urbanisation on landscape character. As green belt is a land use policy rather than a landscape designation, it has been assessed separately in the Case for the Scheme document (TR010064/APP/7.1), which demonstrates the very special circumstances for developing the Scheme in the Green Belt. Very special circumstances are where there are other reasons to justify developing in the Green Belt even when a development would harm the openness of the Green Belt or any of the five purposes of the Green Belt. The very special circumstances are the national need for the Scheme, the benefits of the Scheme (in terms of reducing congestion and providing additional capacity which overall leads to a reduction in travel time) and the lack of alternatives with less impact on the Green Belt. The results of Scheme specific soil surveys and ground investigations indicate that there are limited existing peat soils on site. At most locations, only limited and isolated buried peat has been identified, with those peaty soils/horizons encountered tending to be clustered in the north-west of the Order Limits where fewer permanent works will take place. Refer to Chapter 9 Geology and Soils of the Environmental Statement for more details (TR010064/APP/6.1). Potential greenhouse gas emissions associated with the extraction of peat soils are presented in Section 14.10 of Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1). There may be situations where excavation of peat is unavoidable due to safety concerns as peat deposits are highly compressible and would introduce a potential risk for excessive settlement and lateral movement following construction if left in-situ. If an embankment were to be constructed on the peat material, this could result in damage and/or collapse of the highway. Not addressing this issue would be an unacceptable risk during operation of the Scheme. Remedial measures to reduce secondary consolidations and settlement involve the excavation and replacement of the peat material with granular fill, followed by the installation of band drains. Any peat/peaty material excavated during the works would be handled in accordance with the Outline Soil Management Plan at Appendix F of the First Iteration Environmental Management Plan (TR010064/APP/6.5), which has been developed in accordance with good practice guidance and will help mitigate potential adverse effects on all soil resources. Assessment of the impact on these small peaty pockets is being carried out in consultation with Natural England; details of this consultation will be captured within a Statement of Common Ground which will be submitted to the Examining Authority during the course of the examination into the application for

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			development consent. Potential greenhouse gas emissions associated with the extraction of peat soils are presented in Section 14.10 of Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1) and are shown to make a relatively minor (approximately 4%) contribution to total estimated construction phase greenhouse gas emissions. Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1) provides a full assessment of the effects on wildlife and the habitats they rely upon, from changes in air quality, noise and vibration, and water quality due to the construction and operation of the Scheme. Chapter 8 Biodiversity of the Environmental Statement details the embedded and essential mitigation required to offset impacts. These measures are set out in the Register of Environmental Actions and Commitments contained with the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010065/APP/3.1). Chapter 8 Biodiversity of the Environmental Statement concludes there would be no significant effects (i.e., moderate, large of very large effects once mitigation has been taken into account) on any biodiversity receptor due to construction of operation of the Scheme. The Applicant will implement a landscaping scheme as shown on Environmental Masterplan at Figure 2.3 of the Environmental Statement Figures (TR010064/APP/6.2) which is predicted to provide a net gain 0f 3.68% for area habitats, 58.50% for hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3), maximising biodiversity delivery of the Scheme. Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following the Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.
E098	I would like to express my opposition to this scheme on the following grounds The scheme would increase traffic and carbon emissions when the UK needs to rapidly decarbonise transport. This undermines our ability to reach net zero and our Nationally Determined Contribution (NDC) under the Paris Agreement. Only roadbuilding options have been considered, and National Highways should examine ways to relieve congestion and reduce traffic in this region.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at| the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases

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	There is a lot of information missing from the Preliminary Environmental Information Report (PEIR) including the carbon emissions caused by the construction of the scheme, and the total additional carbon emissions over its lifetime caused by the extra traffic. The scheme would not lead to a decrease in noise and air pollution, but would instead increase noise for the residents who already live alongside the existing road. The failure to reduce air pollution undermines Greater Manchester's aspiration targets for lower pollution by 2030. There would be a particularly severe increase in noise during the construction of the scheme. Other information missing from the PEIR is on the impact on the Green Belt, despite the majority of the scheme lying within it. However National Highways has deferred assessment of this until its full DCO planning application. National Highways has also failed to include an assessment of the road accidents.		on the M60 junction 17 to junction 18 mainline and at junction 18. The Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Those commuting through M60 junction 18 should experience improved travel times. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). Through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives. The carbon emissions information was not provided for the Preliminary Environmental Information Report as the information required to produce these estimates (e.g., the types and quantities of materials required to construct the Scheme) were not known at this time. The Preliminary Environmental Information Report (see Annex L) of the Consultation Report Annexes (TR010064/APP/5.2) was produced by the Applicant as one of supporting consultation documents for the statutory consultation held between 15 February to 28 March 2023 to help support informed responses from a wide range of consultees including the general public. Carbon emissions estimated to occur during the construction phase and over the operation phase of the Scheme are shown in Table 14.22 and Table 14.23 of Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), respectively. The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. In order to reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced, which focuses on reducing carbon emissions during the construction phase. The Outline Carbon Management Plan is at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). There is little the Scheme can do to influence road user greenhouse gas emissions, therefore 'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these emissions. It sets out the Government's commitments and the actions needed

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			to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050. With regard to the potential impact of the Scheme on Greater Manchester's ability to meet targets for carbon emissions, as noted in paragraph 14.1.9 of Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), the only statutory carbon targets are the carbon budget targets and the Net Zero 2050 target that are set at a national level i.e., they are targets for the UK as a whole. There are no sectoral targets (e.g., for transport), nor any targets set at a subnational geographic scale (e.g., for Manchester). This means that, for the purposes of assessing the likely significance of the effects of the Scheme on climate it is in accordance with the national carbon budgets. The Applicant acknowledges the concerns raised about the construction works causing an increase in air pollution. For air quality, construction traffic is assessed as having no significant effect on air quality, as discussed in section 5.10 of Chapter 5 Air Quality of the Environmental Statement (TR010064/APP/6.1) Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk from construction dust is considered to be 'high' therefore mitigation measures have been set out in the Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which will include things like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has set out at section 5.10 of Chapter 5 Air Quality of the Environmental Statement (TR010064/APP/6.1), that overall, for human health there are no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects are assessed based on Design Manual for Roads and Bridges LA105 (air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). The Applicant has undertaken a detailed assessment of noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses will result in increases in road traffic noise if mitigation is not also considered. The Applicant will provide a low noise road surface with better

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			performance than conventional low noise surfacing on the M60 between junction 17 and junction 18. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. A conventional low noise surface will be provided for the remaining areas of the motorways that form the Scheme, including parts of the M66. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant will minimise disruption during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Alongside the design, the Applicant is developing a strategy for how the Scheme will be constructed. This will include details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in the Register of Environmental Actions and Commitments contained within the First Iteration Environmental Management Plan (TR010064/APP/6.5) These include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant does expect that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, the Applicant will aim to reduce adverse impacts to the shortest duration possible. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). As green belt is a land use policy rather than a landscape designation, it has been assessed separately in the Case for the Scheme (TR010064/APP/7.1), which demonstrates the very special circumstances for developing in the Green Belt. Very special circumstances are where there are other reasons to justify developing in the Green Belt even when a development would harm the openness of the Green Belt or any of the five purposes of the Green Belt. The very special circumstances are the national need for the Scheme, the benefits of the Scheme (in terms of reducing congestion and providing additional capacity which overall leads to a reduction in travel time) and the lack of alternatives with less impact on the Green Belt. The Applicant has undertaken safety risk assessment on the design which forms the application for development consent. The Scheme will remove a significant volume of traffic currently using junction 18, reducing congestion and allowing the opportunity to review the layout of the circulatory carriageway. The accident benefit assessment has been undertaken over the 60-year appraisal period for the Scheme. When considered in the context of the increased traffic volume within the Scheme area as a result of the Scheme there is a reduction in both accident and casualty rates of all severity types per driver. The impact of the Scheme can be seen to reduce the likelihood of accidents for the individual driver. Further details are available in the Transport Assessment (TR010064/APP/7.4).
E101	My name is [removed respondent name] and I live with my wife [removed respondent name] at [removed respondent address]. I am writing this email over my concerns with the planned 5 x lane extension and hard shoulder of the M60 Simister connecting to the M66 Bury.	N	The Applicant acknowledges the concerns raised about the motorway widening. Analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17). Slow moving-moving traffic extending back from junction 12 is a resultant of several interchanges with relatively short mainline links between them. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the

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	I have lived at [removed respondent address] since August 2002 when we bought the property. We are right next to the motorway as we are the end house. My wife [removed respondent name] is disabled and walks with a stick. We also have a daughter who is 26 years old and who is also disabled. She stays at our home a lot. I have just completed forms for disability for myself due to my severe health issues. My wife [removed respondent name] and myself have serious concerns over the extension of the M60 between junctions 17 and 18. We live right next to the motorway where the smart motorway bridge is sited and the layby. We are on the understanding that there will now be a 5-lane motorway with a hard shoulder making the M60 from 4 lanes and a hard shoulder into a five-lane motorway with a hard shoulder. The trees are to be removed to make way for the extra lane then re-planted near to my home. Issues / concerns: The extra lane will bring more pollution near to my home from the motorway. The trees being replanted nearer to my home will cause squirrels to be able to get into my attic as they have done previously. The noise day and night with the construction (Especially at night) will be unbearable as before when the smart motorway was built. On previous occasions, the motorway maintenance / road workers would be starting at 11pm at midnight with the banging. They would stop for a few hours then start about 13:30 am. This would go on until about 6am before the day shift started. The pilling was the worst with the machine banging all night. The bright lights at night while working shine right into my bedroom making it impossible to sleep without aid. There's risk of a large vehicle coming through the barrier and taking my home out as the motorway moves nearer to my home. My home still shakes when large vehicles drive past on the motorway and our photos on the wall are always crooked. We constantly have to straighten them up. We have had so much upset, stress, sleepless nights over what's going to be done by the highway's agency. Previous information over the		signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. All these issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at junction 18 gyratory. The network changes proposed through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Anyone commuting through M60 junction 18 should experience improved travel times. The transport impacts of the Scheme are set out in the Transport Assessment (TR010064/APP/7.4). The Applicant would keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments table within the First Iteration Environmental Management Plan. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called ''Your property and our road proposal'' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in ''Your property and our road proposal''. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the road opening of the Scheme. The Applicant has set out at section 5.10 of Chapter 5 Air Quality of the Environmental Statement (TR010064/APP/6.1), that overall, for human health there are no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is assessed based on the Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). The Applicant has undertaken a detailed assessment of noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses will result in increases in road traffic noise if mitigation is not also considered. The Applicant is providing a low noise road surface with better performance than conventional low noise surfacing on the M60 between junction 17 and junction 18. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a

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	smart motorway were lies. There are more reasons to add but these are just some of our concerns. My stress levels have gone through the roof as I know I could not go through with the same nightmare as before. I even have had a heart attack 5 weeks ago and that I don't need again. We went to one of the public events at Unsworth golf club on Monday 20th March 2023 to find out what's going on with the m60 change to 5 x lanes and a hard shoulder. This was pointless as no one knew what to tell us. We were simply told to put in any concerns over the proposed issue. Below is previous experience we have has with the highways Agency and the promises and Lies. My self and my wife [Anonymous] could not go through with this again. I first contacted the highways agency back in 2014 when planned letters were sent out to the residents of Whitefield when they were going to make the motorway into a smart motorway. I contacted the highways agency to find out how it would affect my home. I received a reply from [Anonymised] based at piccadilly gate. [Anonymised] in the email confirmed reassurance they would not be taking any additional land or buildings for the scheme or making any alterations to local roads. She confirmed in the email that all improvements are within the motorway boundary. On 23rd January 2016, I decided to have a independent surveyor of Damp, Structural timber and building Fabric on my property as I was so concerned what damage the smart motorway would do. I have a full report from them. On 5th December 2016 Highways agency appeared outside my home doing work. I had no notification any works was being done. I contacted Highways agency straight away via email and was given a reference number 18302942. There were diggers and other motorway vehicles. They were very noisy, and I could not sleep. Even my house shook at times.!! I sent an email to highways England complaining of the loud work being		conventional low noise road surface. A conventional low noise surface is proposed for the remaining areas of the motorways that form the Scheme including parts of the M66. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant confirms that vibration from road traffic has not been included in the assessment in line with the Design Manual for Roads and Bridges LA 111 Noise and Vibration. Vibration during the operation of a road scheme that is under a maintenance regime will not have a significant impact on surrounding properties as the road surface will be free of the cracks and potholes that result in vibration from vehicles. The Applicant has also carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase, which includes both daytime and night-time working. The assessment of construction vibration indicates that at some locations within 100m of piling or compaction works will be noticeable, but below thresholds for the onset of building damage as given in British Standard 5228-2:A1:2014 'Code of practice for noise and vibration control on construction and open sites. Vibration.', which start at 12.5 mm/s Peak Particle Velocity. Alongside the Scheme design, the Applicant is developing a strategy for how the Scheme will be constructed. This will include details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in the First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments, which includes measures to reduce noise from construction activities. The measures to mitigate the impacts of noise and vibration during construction would include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, the Applicant will reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in The Register of Environmental Actions and Commitments table within the First Iteration Environmental Management Plan. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1) The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents.

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	carried out outside my house. This was even going on in the night. I received a reply from [Anonymised] based at Eccles who confirmed the work being done. He confirmed in his email they were working on the embankment to construct a platform to do some pilling operations. He confirmed by email that the work will not affect the structure of my property. He said they were going to send letters out to residents in the next few days. He also said the overnight work won't start until 20th December 2016. This was a lie as they were working. He did say by email that after the pilling operations you would like your property surveying, they could offer this in the new year. THIS NEVER HAPPENED !! I decided to contact my local MP Ivan Lewis. Ivan Lewis P.P Tony Cummings for Bury South. Tony replied via email explaining he will investigate this. I never got a reply from them and the MP , Ivan Lewis stepped down. On the 15th of December 2016 I sent an email to [Anonymised] and [Anonymised] as I had heard nothing over the smart motorway, and I had concerns which were not answered. These were: There was no fence protecting my home from any transport coming from the motorway. They had removed the trees as well. My wife and I felt very vulnerable. Our home was shaking when the vehicles were moving around. The noise was so loud especially at night when trying to sleep as I had work to go to. The noise was unbearable, Pilling, machinery, drilling, off and on. They would start work at 11pm at night then bang, bang, then stop about 1am. Then start again at 2am and so on all night. Work being carried out at the weekend 17/18th December 2016. Workmen starting at 8am. My bedroom is right next to the motorway where they are working. We had picture frames becoming slanted. I had a reply from [Anonymised] senior projects manager on 15th December 2016 confirming the following: They have removed the existing fence and trees to create space for construction works including building motorway communications.		The Applicant has undertaken an Arboricultural Impact Assessment this is included in Appendix 7.5. Arboricultural Impact Assessment of the Environmental Statement Appendices (TR010064/APP/6.3). An iterative process has been undertaken to refine the Scheme design to avoid tree loss where possible. The Arboricultural Impact Assessment covers trees and woodland that could be affected by the Scheme and Figure 7.5.1 Tree Constraints Plan and Figure 7.5.2: Tree Removal Plan, at Annex A of Appendix 7.5 of the Environmental Statement Appendices show the locations of trees within the Order Limits, and those currently at risk of removal. The Arboricultural Impact Assessment also includes recommendations for tree protection measures during the construction phase. The Register of Environmental Actions and Commitments of the First Iteration Environmental Management Plan (TR010064/APP/6.5) states that an Arboricultural Method Statement will be produced at the detailed design stage to detail how existing trees within temporary working areas will be protected. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant confirms a Landscape and Visual Impact Assessment has been undertaken and is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment has considered the impacts of the Scheme during the construction and operational phases. The environmental design shown on the Environmental Masterplan at Figure 2.3 of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and to provide landscape integration of the Scheme. The assessment has concluded that by the design year (2044), there would be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has aimed to maximise opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18 by design year (2044), with some improvements realised earlier as landscape planting establishes. In areas along the mainline between junction 17 and junction 18 evergreen species and slightly larger 'feathered' trees will be included in the woodland species mixes to improve visual screening earlier during the establishment of the woodland areas along embankments. The tree belts would establish to provide a similar level of filtering or screening of cars and headlights as that which currently exists. Acoustic fencing would also be reinstated to provide a similar level of screening as the existing fencing. East of Sandgate Road overbridge no trees will be planted between the retaining wall and the Applicant's boundary with the residential area. Further east again, woodland edge species will be planted, consisting of native shrubs which will grow to approximately 4m high once fully mature and are unlikely to extend to the houses. Short term and longer-term management and maintenance of the planting design, shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2), is included in the Outline Landscape and Ecology Management Plan at Appendix N of the First Iteration Environmental Management Plan Environmental Management Plan (TR010064/APP/6.5).The Outline Landscape and Ecology Management Plan will be developed into the Landscape and Ecology Management Plan as part of the Second Iteration Environmental Management for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).

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	The fence will be replaced and replacement of Landscape to reduce the noise of the motorway. They have temporary installed a steel barrier so they can move about until the work has finished. They need to install sheet Pilling which can be quite noisy. This I can confirm it very noisy especially at night giving me no sleep and bright light into my bedroom !! The reply from [Anonymised] on 19th December 2016 was: You don't send letters out to residents when night work is taking place so basically its tough and we must live with the banging in the night. My home is no more vulnerable now than it was before. There is now a mandatory 50 mph, so my home is safe. The motorway Is NOT coming closer to your property. The road layout will be the same. [Anonymised] also confirmed it was pointless doing a house survey before Confirming they are not doing any work outside my property (LIE) Then usual reassurances which were never carried out. I sent another email to [Anonymised] on Friday 23rd December 2016 asking the same questions as I had still not received the answer I needed. I felt like I had been fobbed off by [Anonymised]. I had no reply from anyone !! The whole procedure was awful. We were kept up at nights with the shinning lights into our bedroom, the constant banging day and night. The pilling was that loud it could be heard over a mile away and we were right next to it. I have video evidence. I had to take holidays from work so I could sleep as my work was being affected. I sent another email to [Anonymised] again on 18th January 2017 with the same email as the 23rd of December 2016. AGAIN, NO REPLY. My back garden has a concrete drive and since the smart motorway 4 lanes had been extended, I have had cracks appear in the concrete. Every day we must straighten our pictures on the wall as the vibration just keeps making them slanted. We still hear the workmen on the motorway at night know as we are that close. If it was even closer, which it will as the hard shoulder is going into a 5-x		The Applicant has assessed the effects from new street lighting and from car headlights as part of the visual impact assessment and the street lighting design. Effects from new street lighting and from car headlights are addressed as part of the visual impact assessment in Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). During construction vegetation would be removed to allow the addition of the fifth running lane. However, the Applicant will provide temporary fencing during construction, and existing or reinstated boundary fencing and other screening (e.g., noise barriers and vegetation) when the motorway is open to reduce any headlight glare. Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows vegetation which would be reinstated along most sections of the highway boundary and by the design year (2044) (year 15 of operation) would establish to provide a similar level of filtering or screening of cars and headlights to that which currently exists. Environmental fencing (close board fencing) for noise mitigation that is removed during the construction phase will be reinstated in a similar location and the same relative height as the fencing that was removed. The assessment of road traffic noise has not determined that increased heigh noise fences are required for this Scheme as the better performing low noise surface provides noise mitigation for receptors. The Applicant confirms that temporary lighting will be required during night working to provide clear visibility and ensure safety of the workforce and road users. Construction lighting will be minimised to the work footprint and strategic access/egress routes to avoid unnecessary temporary lighting when no works are taking place. When night working activities require temporary lighting, mitigation measures will be adopted where practicable, including temporary screening, strategic positioning of lighting units, and adopting the best choice of lighting options dependent upon the task, constraints, and external factors. A commitment to implement lighting measures during construction and maintain a suitable lighting strategy that minimises the impact on residential properties is detailed in the Register of Environmental Actions and Commitments table references G6 and G7 within the First Iteration Environmental Management Plan. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).

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	lane there will be another hard shoulder right next to us. Summary: 1.We don't want the motorway to come any closer. 2.We don't want the extra pollution in the air nearer to us. 3.We don't want the noise, the stress, the bright lights, the pilling, or to hear the workmen day or night when they are on the motorway. 4. We don't want The banging of machinery If this goes ahead, What we do want is the highways agency to buy our home so we can move away from the motorway but be able to stay in the Whitefield area as we have family to support us close bye. I look forward to your reply and a one-on-one meet to discuss the proposal.		
E106	We recently received a letter from yourself (Ref TR010064/S42(1)(d)Cat3/) stating that we maybe entitled to make a relevant claim for compensation due to the effects of construction and altered road use due to the proposed plans for the Simister Island Interchange. Please could you advise on how we go about submitting this claim? Our address is: [removed respondent address] for which we own the freehold to the land for this property and the neighbouring property [removed respondent address] that are situated directly next to the motorway. We have already complete the online consultation survey on the day it went live. As we live and own the land adjacent to the motorway bridge at the start of Simister Village we are extremely concerned about the negative impact this work will have not only on the value of our property and land that we have owned for nearly 40 years but also the health and well being impactions it will also have given existing respiratory health problems. We appreciate your prompt response on this matter,	N	The Applicant advises there is a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on property. These booklets are available on the Applicant website. The first in this series of booklets is called 'Your property and our road proposals'. Part 1 of the Land Compensation Act 1973 includes compensation for depreciation in value of a property as a result of changes in physical factors arising from the use of the new road. As stated in that document the valuation date is in the future (1 year and 1 day after road opens to traffic), and therefore the Applicant do not undertake a formal valuation of every property at this stage of the Scheme. Valuation will be undertaken at the time with reference to the statutory valuation date set out above. However, the Applicant is required under section 42(1)(d) of the Planning Act 2008 to consult with individuals who have been identified may have a potential Part 1 claim under the Land Compensation Act 1973. Further details are available in the Statement of Reasons (TR010064/APP/4.1). Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following the Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally. The Applicant will appoint a community relations team to respond to residents' concerns raised during the construction of the Scheme. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in

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			commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments table within the First Iteration Environmental Management Plan. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
E108	I am writing to you on behalf of both my wife and I who have both received documentation from yourselves relating to the proposed changes to the above interchange. Firstly I would like to explain our property location and particular predicaments relating to the proposed changes. We have lived at [removed respondent address] for over 25 years and during that time have been adversely affected by previous changes made to both the M60/M62 motorways and Simister Island itself. Indeed our location is directly overlooking the farm land that leads directly to the motorway slip road and Simister Island itself. We are aware that this farm land will be used to store machinery and the like during the changes which will made and have a direct negative effect on our lives. I must also point out that when previous alterations to the road and Island took place no "Shielding" was installed to protect our property despite numerous requests. Previous motorway road "Improvements" have had a massive detrimental effect on our lives, those effects I will list below, but in no way will it compare with the enormous negative impact that the new changes will have on our lives and in effect blight our living conditions for years to come. During previous changes local government bodies confirmed that those changes provided increased pollution to the area with associated health risks, increased noise levels and general deterioration of living standards such as house valuations against the norm and previous pleasurable views from our property. These massive new proposals will blow out of the water our previous problems and make our lives a living nightmare. The amount of disturbance created by these changes will be intolerable and the increase in pollution, noise and associated health risks will sky rocket. If these changes were to go ahead what protection would be given to local residents like ourselves. Well on past experiences I can answer that, none. Simple evergreen trees were requested to prevent noise increase, create better views and more importantly absorb increased dangerous carbon dioxide admissions. How many were planted. none. Both my wife and I already have health issues and it is quite clear that these new proposals are not going to help us in anyway. We both strongly object to the proposals and ask that our views are taken into account. Regards	N	The Applicant has undertaken a detailed environmental impact assessment of the Scheme design, and this is reported in the Environmental Statement (TR010064/APP/6.1) The assessment of the Scheme design has also taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. Construction of the Scheme will be undertaken in accordance with the Register of Environmental Actions and Commitments contained with the First Iteration Environmental Management Plan (TR010064/APP/6.5) which details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, offset the potential environmental impacts associated with construction and operation of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured through Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The construction programme has been driven by the intention to retain the existing number of traffic lanes open on the M60 / M62 / M66 during construction, to minimise the impact on traffic. The current forecast for the duration of construction is 3.5 years. The farmland referenced will be utilised for the temporary construction compound. The construction compound will be utilised for materials storage as well as welfare and office space. It is expected that the construction compound would be operational for the entirety of this duration. The Scheme will install temporary accesses and egresses into the offline work areas off the motorway network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise any impact residents and users of the local road network. The detailed design development and construction methodology will continue to be refined with the aim of reducing the overall construction period of the Scheme where possible. The Applicant will minimise disruption during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Alongside the detailed design, a strategy is being developed for how the Scheme will be constructed. Measures to reduce the impacts from construction activities are included the Register of Environmental Actions and Commitments contained within the First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured through Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has set out at section 5.10 of Chapter 5 Air Quality of the Environmental Statement (TR010064/APP/6.1), that overall, for human health there will be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on the Design Manual for Roads and Bridges LA105 (air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern

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			Loop slip road (i.e., some traffic is moved further away). The Applicant has undertaken A detailed assessment of noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses will result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will provide a low noise road surface with better performance than conventional low noise surfacing on the M60 between junction 17 and junction 18. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. A conventional low noise surface for the remaining areas of the motorways that form the Scheme, including parts of the M66. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has also carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase, which includes both daytime and night-time working. Alongside the Scheme design, the Applicant is developing a strategy for how the Scheme will be constructed. Measures to reduce the noise from construction activities are included in the First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments that includes measures to reduce noise from construction activities. The measures to mitigate the impacts of noise and vibration during construction would include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan to be implemented during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, the Applicant will reduce adverse impacts to the shortest duration possible. The Applicant would keep nearby residents informed of forthcoming works at night, through a range of measures including for example, newsletters, emails, text message alerts. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent

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			Order (TR010064/APP/3.1). The Applicant will also develop a communications plan to ensure that the local community are kept informed of all of the Scheme's construction activities. The Applicant will keep nearby residents informed of forthcoming works via the Scheme webpage as well as through letter drops. Scheme updates may also be shared in newsletters, via the Applicant's north-west Twitter and Facebook accounts, text alerts and, in some situations, visits from the community relation team. Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following the Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally. The Applicant has set out at Table 14.23 of Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), the changes in land use and forestry (including tree planting) as a result of the Scheme which are estimated to result in a slight increase in carbon sequestration (i.e., a net reduction in greenhouse gas emissions) during the operation of the Scheme. Furthermore, in order to reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced which focuses on reducing carbon emissions during the construction phase. The Outline Carbon Management Plan is at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a Landscape and Visual Impact Assessment and is included in Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment initially considers the current landscape character, people's views, and the influence of the existing motorway infrastructure, as well as an assessment of the landscape and visual impacts of the Scheme. The environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset these effects, provide landscape integration and includes opportunities to integrate the existing road network into the landscape. The environmental design maximises opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18 as a result of the Scheme. A series of visualisations, included in Figure 7.7, Photomontages of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044) of operation to show how the landscape design could look.

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			The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1, Landscape and Visual Impact Assessment Methodology of the Environmental Statement Appendices (TR010064/APP/6.3).
E109	I wish to object to the proposals for the M60/M62/M66 Simister Island Interchange. Information essential for the public to make an informed response to the statutory consultation is missing from the documents, as noted under each section. I requested further information and documents from National Highways by email on 4th March and at a meeting with National Highways on 16th March but to date these have not been forthcoming. National Highways concludes there would be no significant impacts at design yr-15, largely because they are not addressing the current severe impacts of the 90,000 vehicles per day at this junction on people and the environment. The current impacts on people and the environment at this location are already severe and harmful, and need to be reduced by reducing traffic, not inducing it. Alternatives - (PEIR 3.2.1) There has been no comprehensive assessment of sustainable alternatives as required by web. Those developing the scheme looked at 148 options from different combinations of 30 highway elements. In view of the urgent need to address the nature and climate emergencies, cut vehicle miles and increase people's health and wellbeing, sustainable alternatives to move both people by public transport, walking, and cycling, and freight by rail or water must be tested. Traffic flows – modelling is based on DfT's 2018 traffic forecasts. No traffic flows are given for the opening year so it's impossible to understand how things would change in 2027 compared to now and if I agree with NH assessment. Nor are traffic flows given for DM/DS in the opening year. Baseline traffic flows are given for 2018 modelled forwards to 2042 for DM and DS (for, PEIR Plate 4-3 and 4-4; for local road network Plate 4-5 and 4-6). These anticipate increases of traffic (compared to baseline 2018 traffic) of 40% on the M60 and M62, and 27% on the M66 with the scheme in 2042. The brief traffic modelling report gives little detail. Road crashes – the junction has a high accident rate but there are no details explicitly to address safety (NonTech Summary PEIR 2.1.3; PEIR 2.2.1; FAQ) except the decreased need to change lanes with the scheme.	N	The Preliminary Environmental Information Report (see Annex L) of the Consultation Report Annexes (TR010064/APP/5.2) was produced by the Applicant as one of supporting consultation documents for the statutory consultation held between 15 February 2023 and 28 March 2023 to help support informed responses from a wide range of consultees including the general public. The Preliminary Environmental Information Report set out the likely environmental impacts of the Scheme based on the design known at that time. Since the statutory consultation, the environmental impact assessment has been completed based on the design which forms the application for development consent and set out in the Environmental Statement (TR010064/APP/6.1). The First Iteration Environmental Management Plan (TR010064/APP/6.5) which contains a Register of Environmental Actions and Commitments sets out the mitigation measures the Applicant will provide to mitigate the impacts of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. The improvements will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives. The Transport Assessment (TR010064/APP/7.4) sets out how we developed our traffic models to reflect the baseline traffic conditions as they were in 2018 and then how the 2018 model was used to forecast future conditions. The 2018 baseline traffic model was developed using various different data sources which includes traffic data (some of which was extracted from WebTRIS which provides traffic flow and journey time data accessible through the National Highways website), anonymous mobile phone data to understand travel patterns, digital maps, and Department for Transport guidance to mention a few. Using the 2018 baseline data, future forecast scenarios were developed as discussed in the Transport Assessment (TR010064/APP/7.4). The report includes details of model scenarios, modelled future years, local developments and how we predicted the future growth. The future year traffic growth was taken from Department for Transport's National Trip End Model Forecasts and the NRTP22. Therefore, any increases in traffic due to either local developments or natural background growth will have been accounted in the modelling through the Department for Transport's traffic growth predictions. The core traffic modelling scenario reported in the Transport Assessment (TR010064/APP/7.4) is based on Department for Transport traffic growth predictions which pre-date the Covid-19 pandemic. In March 2023, the Department for Transport published a Forthcoming Change to Transport Analysis Guidance Unit M4

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	Air pollution – this is a serious concern of Bury MBC which is the responsible air quality authority. The whole of the motorway network here lies within Greater Manchester's Air Quality Management Area, the management of which has been seriously delayed. There is much reliance on Defra projections and modelling as monitoring of air quality within the area has been limited. The 2018 baseline air quality results show that 51 out of 603 receptors recorded nitrous dioxide (NO2) that exceed the annual limit value 40ìg/m3. National Highways uses these results to model the future. Without or with the scheme in 2027 exceedances of NO2 would continue (PEIR Table 6.8). For PM10 the 2018 survey results and the modelled results in 2027 without or with the scheme are all below the current annual limit of 20ìg/m3. However, Greater Manchester has signed up to achieve WHO 'BreatheLife City' status by 2030[1], which means achieving WHO targets for air pollutants by this date[2] i.e. 10 ìg/m3 for NO2 and 15 ìg/m3 for PM10. For NO2 the 2018 survey results and the modelled results in 2027 with or without the scheme for all of the receptors far exceed the limit value – all are greater than 19ìg/m3. In 2018 PM10 levels exceed the annual limit of 15ìg/m3 at 338 receptors (56%); in 2027 without the scheme 76 receptors and with the scheme 62 receptors continue to exceed the WHO target. Air pollution levels without and with the scheme fall well short of WHO targets in 2027, leaving only 3 yrs to achieve them. Noise – baseline survey results (PEIR Table 12.3) indicate serious exceedances of day time and night time noise levels without the scheme. Increased traffic from the scheme would make this worse, with more predicted increases than decreases and therefore no overall benefits (PEIR 12.10.34). Noise pollution from construction is particularly severe, causing major adverse impacts (PEIR Table 12.7). During operation, increases in noise are particularly predicted from traffic on the M60 between J17 and J18 (PEIR Table 12.13), where residents already experience noise pollution. Climate the construction carbon emissions have not been presented. The carbon emissions over the lifetime of the scheme are enormous and would have a significant impact on achievement of UK carbon budgets. PEIR Table 15.16 gives the total emissions from the scheme over the UK 4th 5th and 6th carbon budgets as 4.6MtCO2 which is 0.1% of the total available budget (4,640MtCO2) for those 3 periods. guidance is quoted (PEIR 15.4.4), which states that any scheme that continues business as usual for climate emissions would have a significant impact on climate. The IEMA guidance specifically refers to a scheme trajectory following that of the UK trajectory to Net Zero 2050 to		(Forecasting and Uncertainty). This change stated that COVID-19 impacts should be accounted for in modelling and appraisal from May 2023 onwards. The Forthcoming Change was made official and incorporated into Transport Analysis Guidance Unit M4 on 31 May 2023. The change to guidance was issued in the context that national traffic volumes are yet to return to pre-COVID levels. However, following the release of the guidance, traffic volumes were reviewed at selected location in the vicinity of the Scheme to understand how traffic has changed between the pre-COVID period and the present year of 2023. To undertake this comparison National Highways' WebTRIS database has been utilised. From this database, traffic data has been extracted for four count sites on each of the approaching links to M60 junction 18: M66 from north; M62 from east; M60 from south; and the M60 from the west. The counts were extracted for 2019 and 2023 and processed for a typical Tuesday to Thursday and exclude data for weekends and school holidays. The results of the comparison indicate that overall traffic volumes in the Scheme area are similar in 2023 and 2019 with individual link level differences of around ±5%. This indicates that traffic levels in the Scheme area have been much less impacted by COVID. Figure 3-1 in the Transport Assessment (TR010064/APP/7.4) presents the traffic numbers for the base year of 2018. Figures 4-1 to 4-3 present the future conditions with and without the Scheme in place in 2029. Likewise, Figures 4-5 to 4-7 present the future conditions in place in 2044. There are several internal procedures undertaken to ensure that the Scheme is being developed to be as safe as possible. They include the setting of safety objectives, consideration of all safety aspects of the Scheme by a team of road safety experts and reviewing the Scheme design by a team of independent road safety specialists. To set the safety objectives for the Scheme, consideration was given to the underlying change in collision and injury rates on comparable sections of the road network. Two sources of data were considered: collision data for the motorway network as a whole and the Smart Motorway Stocktake, a review of the safety performance of Smart motorways compared to other motorway types, to investigate if the performance of other sections of Controlled Motorways could be utilised. The collision data for the five-year period between 1 January 2010 to 31 December 2014 inclusive was analysed and compared to the data for the period 1 January 2019 to 31 December 2019. The analysis showed that the 2010 – 2014 period is still sufficiently representative, in terms of types, severity and general location, to be used to set the baseline. It is considered that the Scheme as a whole will improve the safety of the Simister Island Interchange by reducing the number of conflicts on the Simister Island circulatory carriageway, reducing congestion on the M60, and reducing the number of merging manoeuvres on to the main carriageways. The air pollution levels and the impact of the Scheme on air pollution and the methodology for assessment were discussed with the Applicant and Bury Metropolitan Borough Council. This discussion established that Bury Metropolitan Borough Council utilise Transport for Greater Manchester to undertake their air quality projections, who use a similar methodology to National Highways, which both rely on the use of similar modelling and projection methodologies for the assessment of air pollution, these are standard procedures based on national guidance as discussed in Chapter 5 Air Quality of the Environmental Statement (TR010064/APP/6.1). The results are assessed against legal limits and the UK air quality objectives (where relevant), which are discussed in section 5.3 of Chapter 5 Air Quality of the Environmental Statement (TR010064/APP/6.1) and show that while there are exceedances in the base year (2018), these are mostly removed by the opening year (with or without the Scheme). In particularly, as discussed in section 5.10 of Chapter 5 Air Quality of the Environmental Statement (TR010064/APP/6.1), of the 557 receptors modelled in the opening year (2029) only 7 receptors exceed the annual mean NO_2 Air Quality Objective in the without Scheme scenario, these 7 exceedances are removed for the with Scheme scenario. Overall, for human health there will be no significant effects, due to air quality, during operation and construction from

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	be compatible with Net Zero, but Plate 15.1 does not show the scheme trajectory. Peat loss – there are substantial peat deposits within the DCO boundary which when disturbed will release stored carbon (PEIR 4.4.5 Fig 11.1). Peat is a precious resource that can take thousands of years to form and should therefore be considered an irreplaceable habitat. Green Belt – the majority of the scheme lies within the Green Belt but no assessment of this policy has been made (PEIR 4.3.3). Wildlife – National Highways is aiming for no loss and quotes it will be achieving net gain by 2040 (PEIR 1.4.12). However, Natural England wants an ambitious net gain in biodiversity. There are a number of local nature reserves and sites of biological importance, a majority of which have been scoped out of the assessment. Impacts during both construction (PEIR Table 9.6) and operation (PEIR Table 9.7) include potential loss of ancient woodland and adverse impacts on bats, otters, birds (including barn owls and bitterns), great crested newt, brown hare, and hedgehog (PEIR 9.7.38). Impacts on all of these species are unacceptable. Landscape and visual impacts – In my view, visual impacts would be major adverse (PEIR Table 8.9). Although set within the existing motorway corridor, the widening of the motorway, the new viaduct flying over the existing junction, loss of vegetation, night lighting, headlamps and new signs/gantries would increase the prominence of the new and the existing road.		road traffic changes as a result of the Scheme. The assessment of significant effects is based on the Design Manual for Roads and Bridges LA105 (air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junctions 17 and 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). The signing of the Greater Manchester authorities to the Breathelife network is a statement on the aim to improve air quality, it does not make a legal commitment to meet the WHO guidelines (which are not legally binding) and therefore is not something that the Scheme (or any other development in the Greater Manchester area) are assessed against. Similarly, the WHO guidelines are not something that the Greater Manchester local authorities typically use for assessing their projections against either. The Applicant recognises that much of the area is within a Noise Important Area, which designates those locations experiencing the highest noise levels. Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) sets out the noise assessment with based on the Scheme design which forms the application for development consent. Noise mitigation measures are considered in the order of source/path/receptor, with examples of mitigation at source being road surfacing and path including noise barriers or earth bunds. This is because noise mitigation at source benefits a wider area then the other forms of mitigation. The Applicant will provide a low noise road surface with better performance than conventional low noise surfacing on the M60 between junction 17 and junction 18. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. A conventional low noise surface will be provided for the remaining areas of the motorways that form the Scheme, including parts of the M66. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. Any environmental fencing (close board fencing) for noise mitigation that is removed during the construction phase will be reinstated in a similar location to provide noise mitigation. The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The Applicant confirms at Table 14.26 of Chapter 14 Climate of the Environmental Statement shows that total greenhouse gas emissions with the Scheme in place over the entirety of the study area considered are estimated to be 6,003,082 tonnes of carbon dioxide equivalent (tCO2e), over the duration of the 4th, 5th and 6th carbon budget periods. However, the key consideration is the change in greenhouse gas emissions which is estimated to occur as a result of the Scheme relative to UK carbon budgets. These changes, as shown in Table 14.26 Chapter 14 Climate of the Environmental Statement, are 38,414 tCO2e during the 4th

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			carbon budget (i.e., 0.002%), 40,513 tCO2e during the fifth carbon budget (i.e., 0.002%) and 17,893 tCO2e during the sixth carbon budget (i.e., 0.002%). These estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant', in line with Note 2 of paragraph 3.19 of Design Manual for Roads and Bridges LA 114 'Climate'. The Applicant confirms that the approach taken in Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1) accords with the methodology for assessing significance set out in Institute of Environmental Management and Assessment guidance on Assessing greenhouse gas Emissions and Evaluating their Significance, which explains (on Page 24) *"The Crux of significance is not whether a project emits greenhouse gas emissions, nor even the magnitude of greenhouse gas emissions alone, but whether it contributes to reducing greenhouse gas emissions relative to a comparable baseline consistent with a trajectory towards net zero by 2050."* Thus, to assess the significance of any change in carbon emissions associated with a scheme, an assessment has to be made against a baseline which contains a trajectory towards net zero (e.g., the UK carbon budgets). The Institute of Environmental Management and Assessment guidance also states (on page 25) that "*A project that is compatible with the budgeted, science based 1.5°C trajectory (in terms of rate of emissions reduction) and which complies with up-to-date policy and 'good practice' reduction measures to achieve that has a minor adverse effect that is not significant. It may have residual emissions but is doing enough to align with and contribute to the relevant transition scenario, keeping the UK on track towards net zero by 2050 with at least a 78% reduction by 2035/37 and thereby potentially avoiding significant adverse effects".* As the Applicant considers that the magnitude of carbon emissions from the Scheme would not have a material impact on the ability of the UK Government to meet its carbon budgets, it is considered to align with a trajectory towards net zero by 2050, and therefore does not have a significant impact on climate. The results of Scheme specific soil surveys and ground investigations indicate that there are limited existing peat soils on site. At most locations, only limited and isolated buried peat has been identified, with those peaty soils/horizons encountered tending to be clustered in the north-west of the Order Limits where fewer permanent works would take place. Refer to Chapter 9 Geology and Soils of the Environmental Statement for more details (TR010064/APP/6.1). As shown in Table 14.24 of Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), emissions associated with the extraction of peaty soils are estimated to contribute only 4.2% of total construction phase emissions as a result of the Scheme. The Applicant acknowledges concerns regarding the purpose and potential harm to greenbelt. The Landscape and Visual Impact Assessment, which can be found in Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1) acknowledges the potential impact of the Scheme in the assessment of landscape character both in terms of the green belt designation and the effects of increased urbanisation on landscape character. As Green Belt is a land use policy rather than a landscape designation, it has been assessed separately in the Case for the Scheme (TR010064/APP/7.1), which demonstrates the very special circumstances for

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			developing in the Green Belt. Very special circumstances are where there are other reasons to justify developing in the Green Belt even when a development would harm the openness of the Green Belt or any of the five purposes of the Green Belt. The very special circumstances are the national need for the Scheme, the benefits of the Scheme (in terms of reducing congestion and providing additional capacity which overall leads to a reduction in travel time) and the lack of alternatives with less impact on the Green Belt. The Environment Act 2021 requires 10% net gain in biodiversity however, this will not become mandatory for Nationally Significant Infrastructure Projects such as this Scheme until November 2025. Nonetheless, the Scheme has aimed to maximise delivery of biodiversity, and as stated within Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1) is predicting a net gain of 3.68% for area habitats and 58.50% for hedgerows. Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1) provides an assessment of the effects of the Scheme on designated sites including local nature reserves and sites of biological importance. Sites have only been scoped out of the assessment where there are no pathways to effect for example due to the distance between the Scheme and the designated site, and only where agreed with the Planning Inspectorate in the Scoping Opinion (TR010064/APP/6.7). The desk-based assessment (Section 8.7 of Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1)) identified five LNRs within 2km of the Order Limits, two LNRs with hydrological connectivity to the Order Limits, and four LNRs within 200m of the Affected Road Network. The desk-based assessment (Section 8.7 of Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1)) identified eight SBI within 1km of the Order Limits and eleven SBI within 200m of the Order Limits. Chapter 8 Biodiversity of the Environmental Statement concludes there would be no significant adverse effects (i.e., moderate, large of very large effects) on any of these sites due to construction or operation of the Scheme. The Applicant confirms the assessment of construction and operational effects on biodiversity receptors including ancient woodland, bats, otters, breeding and wintering birds, great crested newt, brown hare, and hedgehog is set out within Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1). The assessment concludes there would be no significant effects (i.e., moderate, large of very large effects) on any biodiversity receptor once mitigation has been taken into account. The Applicant confirms a detailed assessment of landscape and visual impacts has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). Chapter 7 Landscape and Visual of the Environmental Statement includes an assessment on the effect on people's views during construction, during year 1 of operation (2029), and 15 years (2044) after opening of the Scheme (when mitigation would have sufficiently established to reduce visual impacts). The visual assessment has been an iterative process and where potential impacts of people's views have been identified from the construction and operation of the Northern Loop, mitigation measures, comprising tree, shrubs, and woodland, would be provided. The environmental design shown in Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset these effects and provide landscape integration of the Northern Loop and also includes opportunities to integrate the existing road network into the landscape. The environmental design has maximised opportunity for landscape integration and reduce the influence of the Scheme on people's views.

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			During the operational phase, year 1 (2029), adverse significance of effect has been identified at locations where substantial visual change would occur including new/opened up views of the existing motorway corridor, views affected by vegetation clearance, by new infrastructure and by visual disturbance relating to traffic movement, and also changes to the lit environment. By year 15 (2044), planted mitigation would have sufficiently established to provide screening and provide similar levels of vegetation cover to that which currently exists to reduce visual effects to non-significant. This occurs in all but one of the assessed viewpoint locations (VP28: which represents a small number of residential properties on Warwick Close, Kenilworth Avenue and Barnard Avenue) where the narrow verge and a requirement of Utilities providers to offset planting from underground utilities restricts planting and which results in a residual moderate adverse significance of visual effect. A series of visualisations, shown in Figure 7.7 Photomontages of the Environmental Statement Figures (TR010064/APP/6.2), have been developed, which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044). The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1, Landscape and Visual Impact Assessment Methodology of the Environmental Statement Appendices (TR010064/APP/6.3). Effects from new street lighting and from car headlights are addressed as part of the visual impact assessment and the street lighting design. During construction vegetation would be removed to allow the addition of the fifth running lane. However, the Applicant will provide temporary fencing during construction, and existing or reinstated boundary fencing and other screening (e.g., noise barriers and vegetation) when the motorway is open to reduce any headlight glare. Figure 2.3, Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the vegetation which would be reinstated along most sections of the highway boundary and by the design year (2044) (year 15 of operation) would establish to provide a similar level of filtering or screening of cars and headlights as that which currently exists.
E110	I object to this scheme for the following reasons. We are in a climate emergency, and it is a crisis of ever-increasing dimensions. Please heed the Intergovernmental Panel of Climate Change (IPCC) Synthesis report published in March 2023. Construction emissions and operation emissions will contribute to policy failure to deliver on the Paris agreement and on net zero. And the emissions from the M60 Simister Island scheme would have a very real material impact on meeting UK carbon budgets and targets. The scheme would increase traffic and carbon emissions when the UK needs to rapidly decarbonise transport. This undermines our ability to reach net zero and our Nationally Determined Contribution (NDC) under the Paris Agreement. The most important question is "to what extent does the project contribute, or undermine, securing the Net Zero Strategy ("NZS") and the net zero target?". It requires contextualisation within a robust risk assessment of the related policy delivery, and a robust assessment methodology of the significance of the greenhouse gas emissions ("GHGs"). Neither exist in the Preliminary Environmental Information Report (PEIR).	N	The Preliminary Environmental Information Report (see Annex L) of the Consultation Report Annexes (TR010064/APP/5.2) was produced by the Applicant as one of supporting consultation documents for the statutory consultation held between 15 February 2023 and 28 March 2023 to help support informed responses from a wide range of consultees including the general public. The Preliminary Environmental Information Report set out the likely environmental impacts of the Scheme based on the design known at that time. Since the statutory consultation, the environmental impact assessment has been completed based on the design which forms the application for development consent and set out in the Environmental Statement (TR010064/APP/6.1). The First Iteration Environmental Management Plan (TR010064/APP/6.5) which contains a Register of Environmental Actions and Commitments sets out the mitigation measures the Applicant will provide to mitigate the impacts of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has assessed the Scheme on climate within Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1) in accordance with relevant planning policy. Specifically, the National Policy Statement for National Networks states that *"for road projects applicants should provide evidence of the carbon impact of the project and an assessment against the Government's carbon budgets".* Further details on the Scheme's compliance with the National Policy Statement for National Networks can be found in the National Policy Statement for National Networks Accordance Table (TR010064/APP/7.2). The

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	Recent Progress Reports from the Climate Change Committee ("CCC") show that the success of the NZS and the related Transport Decarbonisation Plan ("TDP") are by no means secured no weight can be given to the proposition that they are. The same delivery risk was highlighted by the High Court in 2022 Net Zero Strategy case (ref A below). Further, initial analysis of calculations underpinning the TDP (ref B below) show that the TDP is far from being secured in any meaningful sense. Only roadbuilding options have been considered, and National Highways should examine ways to relieve congestion and reduce traffic in this region. There is a lot of information missing from the Preliminary Environmental Information Report (PEIR) including the carbon emissions caused by the construction of the scheme, and the total additional carbon emissions over its lifetime caused by the extra traffic. The scheme would not lead to a decrease in noise and air pollution, but would instead increase noise for the residents who already live alongside the existing road. The failure to reduce air pollution undermines Greater Manchester's aspiration targets for lower pollution by 2030. There would be a particularly severe increase in noise during the construction of the scheme. Other information missing from the PEIR is on the impact on the Green Belt, despite the majority of the scheme lying within it. However National Highways has deferred assessment of this until its full DCO planning application. National Highways have also failed to include an assessment of the road accidents. (A) R (Friends of the Earth) v Secretary of State for Business Energy and Industrial Strategy [2022] EWHC 1841 (Admin) (B) DfT Information release "Traffic Level and Electric Vehicle Assumptions used in Decarbonising Transport: A Better, Greener Britain", Jan 12th 2023 https://www.whatdotheyknow.com/request/841974/response/2205457/attach/4/Response%20to%20EIR%20E0020915.xlsm		Applicant has adopted the approach set out in the National Policy Statement for National Networks in Chapter 14, Climate of the Environmental Statement and, in accordance with the guidance contained within the Design Manual for Roads and Bridges LA 114 'Climate'. The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the construction and operation of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. The Applicant recognises that the road user greenhouse gas estimates presented in Table 14.27 of Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), which estimate the potential future impact of the Transport Decarbonisation Plan, are subject to uncertainty. This is because the future rate of uptake of electric vehicles, for example, is dependent on a number of different factors (including the performance of the UK and global economy, the availability of suitable charging infrastructure and technological developments over time), which are difficult to forecast. As such, these values are presented as a sensitivity test, for information only, and are not used to inform the assessment of significance presented within Chapter 14 Climate of the Environmental Statement. The Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines"*. A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2,further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. The improvements will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. Furthermore, any other private coach services such as National Express will also benefit from improved journey times for services travelling through M60 junction 18. An assessment of alternative modes was

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			undertaken during the early design development of the Scheme. The assessment concluded that there are no alternative modes which can reasonably solve the identified problems experienced in this location of the network and which would meet the Scheme objectives to reduce congestion and improve journey time reliability. The Applicant has undertaken a detailed noise assessment which can be found in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Noise mitigation measures are considered in the order of source/path/receptor, with examples of mitigation at source being road surfacing and path including noise barriers or earth bunds. This is because noise mitigation at source benefits a wider area then the other forms of mitigation. The Applicant will provide a low noise road surface with better performance than conventional low noise surfacing on the M60 between junction 17 and junction 18. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. A conventional low noise surface will be provided for the remaining areas of the motorways that form the Scheme, including parts of the M66. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has also carried out an assessment of likely construction noise and vibration effects as a result of the Scheme. The results set out in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) indicate that there will be adverse impacts from construction noise during the construction phase, which includes both daytime and night-time working. Measures to reduce the noise from construction activities are included in the First Iteration Environmental Management Plan (TR010064/APP/6.5) and these will be incorporated into working practices. These would include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers. During the night-time working phase, we will aim to reduce adverse impacts to the shortest duration possible. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The air pollution levels and the impact of the Scheme on air pollution and the methodology for assessment were discussed with the Applicant and Bury Metropolitan Borough Council. The discussion established that Bury Metropolitan Borough Council utilise Transport for Greater Manchester to undertake their air quality projections who use a similar methodology to National Highways, which both rely on the use of similar modelling and projection methodologies for the assessment of air pollution, as discussed in Chapter 5 Air Quality of the Environmental Statement (TR010064/APP/6.1). The results are assessed against legal limits and the UK air quality objectives (where relevant), which are discussed in section 5.3 of Chapter 5 Air Quality of the Environmental Statement (TR010064/APP/6.1) and show that while there are exceedances in the base year (2018), these are mostly removed by the opening year (with or without the Scheme). In particularly, as discussed in section 5.10 of Chapter 5 Air Quality of the Environmental Statement (TR010064/APP/6.1), of the 557 receptors modelled in the opening year (2029) only 7 receptors exceed the annual mean NO_2 Air Quality Objective in the without Scheme scenario, these 7 exceedances are removed for the with Scheme scenario. Overall, for human health there will be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme.

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			As green belt is a land use policy rather than a landscape designation, it has been assessed separately in the Case for the Scheme (TR010064/APP/7.1), which demonstrates the very special circumstances for developing in the Green Belt. Very special circumstances are where there are other reasons to justify developing in the Green Belt even when a development would harm the openness of the Green Belt or any of the five purposes of the Green Belt. The very special circumstances are the national need for the Scheme, the benefits of the Scheme (in terms of reducing congestion and providing additional capacity which overall leads to a reduction in travel time) and the lack of alternatives with less impact on the Green Belt. To set the safety objectives for the Scheme, consideration was given to the underlying change in collision and injury rates on comparable sections of the road network. Two sources of data were considered: collision data for the motorway network as a whole and the Smart Motorway Stocktake, a review of the safety performance of Smart motorways compared to other motorway types, to investigate if the performance of other sections of Controlled Motorways could be utilised. The collision data for the five-year period between 1 January 2010 to 31 December 2014 inclusive was analysed and compared to the data for the period 1 January 2019 to 31 December 2019. The analysis showed that the 2010 – 2014 period is still sufficiently representative, in terms of types, severity and general location, to be used to set the baseline. The safety objectives will be revised throughout the design development and a revision of the safety objectives including the collision analysis will be updated when the effect of Covid 19 on collision rates is better understood and there will be more data available for the M60 junction 17 to junction 18 link operating as a section of Controlled Motorway. It is considered that the Scheme as a whole will improve the safety of the Simister Island Interchange.
E113	Further detail Simister Island is one of the busiest motorway junctions in the north-west, and is already within Noise Important Areas (NIA) and Air Quality Management Areas (AQMA). However, instead of dealing with the severe air and noise pollution faced by local people, this scheme would make things worse. Climate change It would increase traffic and carbon emissions when the UK needs to rapidly decarbonise transport. Any increase in emissions materially affects the UK's ability to stick within our current carbon budgets, and this road expansion will make things worse. This scheme therefore undermines our legal duty under the Climate Change Act 2008 to reach net zero by 2050, and our Nationally Determined Contribution (NDC) under the Paris Agreement to achieve 68% cuts by 2030. There is a lot of information missing from the Preliminary Environmental Information Report (PEIR) including the carbon emissions caused by the construction of	N	The Preliminary Environmental Information Report (see Annex L of the Consultation Report Annexes (TR010064/APP/5.2) was produced by the Applicant as one of supporting consultation documents for the statutory consultation held between 15 February 2023 and 28 March 2023 to help support informed responses from a wide range of consultees including the general public. The Preliminary Environmental Information Report set out the likely environmental impacts of the Scheme based on the design known at that time. Since the statutory consultation, the environmental impact assessment has been completed based on the design which forms the application for development consent and set out in the Environmental Statement (TR010064/APP/6.1). The First Iteration Environmental Management Plan (TR010064/APP/6.5) which contains a Register of Environmental Actions and Commitments sets out the mitigation measures the Applicant will provide to mitigate the impacts of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The air pollution levels and the impact of the Scheme on air pollution and the methodology for assessment were discussed with the Applicant and Bury Metropolitan Borough Council. Through the discussion it was established that Bury Metropolitan Borough Council utilise Transport for Greater Manchester to undertake their air quality projections who use a similar methodology to National Highways, which both rely on the use of similar modelling and projection methodologies for the assessment of air pollution, as discussed in Chapter 5 Air Quality of the Environmental Statement (TR010064/APP/6.1). The results are assessed against legal limits and the UK air quality objectives (where relevant), which are discussed in section 5.3 of Chapter 5 Air Quality of the Environmental Statement (TR010064/APP/6.1) and show that while there are exceedances in the base year (2018), these are mostly removed by the opening year (with or without the Scheme). In particularly, as discussed in section 5.10 of Chapter 5 Air Quality of the Environmental

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	the scheme, and the total additional carbon emissions over its lifetime caused by the extra traffic. Failure to consider non-roadbuilding alternatives Only roadbuilding options have been considered, and National Highways should work with Transport for the North to examine alternative ways to relieve congestion and reduce traffic in this region. The objectives of any proposed scheme should be corrected so that reducing air and noise pollution of the existing road are the primary objectives. TAN recommends that decreasing speed limits for these stretches of motorway would achieve these objectives at a fraction of the cost of the proposed scheme. Noise pollution The scheme would increase noise pollution for the residents, both during construction and operation, who already live alongside the existing road and are exposed to existing high levels of noise and air pollution. This would be particularly severe during construction, causing a major adverse impact for local residents. Air Pollution With or without the scheme, air pollution levels will still be unacceptably high and above safe limits. The scheme only results in marginal improvement in air quality in some areas. National Highways should be examining solutions that will decrease the unacceptable level of noise and air pollution caused by the existing road. Greater Manchester has signed up to achieve WHO 'BreatheLife City' status by 2030, which means achieving WHO targets for air pollutants by 2030, i.e. 10 µg/m³ for NO_2 and 15 µg/m³ for PM10. Air pollution levels without and with the scheme fall well short of WHO targets in 2027, leaving only three years to achieve them. The failure to reduce air pollution undermines Greater Manchester's aspirational targets for lower pollution by 2030. The traffic projections for the scheme assume increased traffic growth and worsening congestion. However, the UK will need to reduce traffic, as		Statement (TR010064/APP/6.1), of the 557 receptors modelled in the opening year (2029) only 7 receptors exceed the annual mean NO_2 Air Quality Objective in the without Scheme scenario, these 7 exceedances are removed for the with Scheme scenario. Overall, for human health there are no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is assessed based on the Design Manual for Roads and Bridges LA105 (air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junctions 17 and 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). The signing of the Greater Manchester authorities to the Breathelife network is a statement on the aim to improve air quality, it does not make a legal commitment to meet the WHO guidelines (which are not legally binding) and therefore is not something that this Scheme (or any other development in the Greater Manchester area) are assessed against. Similarly, the WHO guidelines are not something that the Greater Manchester local authorities typically use for assessing their projections against either. The Applicant recognises that much of the area is within a Noise Important Area, which designates those locations experiencing the highest noise levels. Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) sets out the noise assessment based on the Scheme design which forms the application for development consent. Noise mitigation measures are considered in the order of source/path/receptor, with examples of mitigation at source being road surfacing and path including noise barriers or earth bunds. This is because noise mitigation at source benefits a wider area then the other forms of mitigation. The Applicant will provide a low noise road surface with better performance than conventional low noise surfacing on the M60 between junction 17 and junction 18. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. A conventional low noise surface will be provided for the remaining areas of the motorways that form the Scheme, including parts of the M66. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has also carried out an assessment of likely construction noise and vibration effects which is set out in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase, which includes both daytime and night-time working. Measures to reduce the noise from construction activities are included in the First Iteration Environmental Management Plan (TR010064/APP/6.5) and these will be incorporated into working practices. These would include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers. During the night-time working phase, we will aim to reduce adverse impacts to the shortest duration possible. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).

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	electrification of the vehicle fleet will not be enough to allow us to meet our legal obligations on tackling climate change. Therefore the projections of traffic and air pollution without the scheme are likely to be overstated, and assume 'business as usual'. There are two local primary schools in the vicinity of the proposed scheme, Our Lady of Grace and St Margarets, and the scheme would have an adverse impact on young schoolchildren with developing lungs. Green Belt Other information missing from the PEIR is on the impact on the Green Belt, despite the majority of the scheme lying within it. However National Highways has deferred assessment of this until its full DCO planning application. Safety National Highways have also failed to include a full assessment of road collisions or consider other ways of addressing safety such as introducing speed limits which would also have an immediate effect on air and noise pollution. Severance It is also disappointing that no attempt has been made to reduce the severance caused by the scheme and to upgrade the quality of the existing links, such as the underpass that allows people to walk from Heybrooks Close south, under the M62 to connect to Parrenthorn Road and access to the schools there. This route should be formally made a bridleway, and made suitable for people to walk and cycle between the two areas. Other opportunities for improvements should also be explored and should have formed part of the scheme objectives.		The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the construction and operation of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. The Applicant is responsible for the Strategic Road Network (motorways and major A roads), of which this Scheme form's part. Responsibility for public transport improvements in Greater Manchester fall under the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives. Table 8.1 of the Preliminary Environmental Information Report stated as follows, "It is noted that the Inspectorate requires that green belt is considered within the Environmental Statement. The Landscape and Visual Impact Assessment authors will acknowledge in the assessment of landscape character both the green belt designation and the effects of increased urbanisation on landscape character". As green belt is a land use policy rather than a landscape designation, it is assessed separately in the Case for the Scheme (TR010064/APP/7.1), which demonstrates the very special circumstances for developing the Scheme in the Green Belt. Very special circumstances are where there are other reasons to justify developing in the Green Belt even when a development would harm the openness of the Green Belt or any of the five purposes of the Green Belt. The very special circumstances are the national need for the Scheme, the benefits of the Scheme (in terms of reducing congestion and providing additional capacity which overall leads to a reduction in travel time and the lack of alternatives with less impact on the Green Belt. The Applicant has ensured that the Scheme is designed to be as safe as possible. They include the setting of safety objectives, consideration of all safety aspects of the Scheme by a team of road safety experts appointed by the Applicant and reviewing the Scheme design by a team of independent road safety specialists. To set the safety objectives for the Scheme, consideration was given to the underlying change in collision and injury rates on comparable sections of the road network. Two sources of data were considered: collision data for the motorway network as a whole and the Smart Motorway Stocktake, a review of the safety performance of Smart motorways compared to other motorway types, to investigate if the performance of other sections of Controlled Motorways could be utilised. The collision data for the five-year period between 1 January 2010 to 31 December 2014 inclusive was analysed and compared to the data for the period 1 January 2019 to 31 December 2019. The analysis showed that the 2010 – 2014 period is still sufficiently representative, in terms of types, severity and general location, to be used to set the

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			baseline. It is considered that the Scheme as a whole will improve the safety of the Simister Island Interchange by reducing the number of conflicts on the Simister Island circulatory carriageway, reducing congestion on the M60 and reducing the number of merging manoeuvres on to the main carriageways. The Applicant can confirm that the Scheme will not impact on the connectivity of local communities and permanent diversions are being provided for all affected Public Rights of Way. Providing improvements to the underpass beneath the M60 at Parrenthorn Road is outside the scope of the Scheme as they are not required in order to deliver the improvements needed to the M60/M62/M66. Pole Lane and Egypt Lane will continue to be connected via the public footpath which will be re-aligned around the new Northern Loop and to the east of the M66 before connecting with Hills Lane bridge over the M66. More information is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5).
E116	Please consider this email as an objection to the M60 J18 scheme; my primary concerns are as follows: Carbon budgets and net zero: The construction and operational emissions are totally unnecessary and would damage the government's credibility in this regard. Induced traffic, noise and pollution: The phenomenon of 'induced traffic' is well-documented and this scheme would be no exception, leading to increased traffic levels and pollution, especially levels of the very damaging PM2.5 particulates, as well as noise levels already considered unacceptable.	N	The Applicant confirms that the UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the construction and operation of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The air pollution levels and the impact of the Scheme on air pollution and the methodology for assessment were discussed with the Applicant Bury Metropolitan Borough Council. Through this discussion it was established that Bury Metropolitan Borough Council utilise Transport for Greater Manchester to undertake their air quality who use a similar methodology to the Applicant, which both rely on the use of similar modelling and projection methodologies for the assessment of air pollution, as discussed in Chapter 5 Air Quality of the Environmental Statement (TR010064/APP/6.1). The results are assessed against legal limits and the UK air quality objectives (where relevant), which are discussed in section 5.3 of Chapter 5 Air Quality of the Environmental Statement (TR010064/APP/6.1 and show that while there are exceedances in

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			the base year (2018), these are mostly removed by the opening year (with or without the Scheme). In particularly, as discussed in section 5.10 of Chapter 5 Air Quality of the Environmental Statement (TR010064/APP/6.1), of the 557 receptors modelled in the opening year (2029) only 7 receptors exceed the annual mean NO2 Air Quality Objective in the without Scheme scenario, these 7 exceedances are removed for the with Scheme scenario. Overall, for human health there are no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects are assessed based on the Design Manual for Roads and Bridges LA105 (air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junctions 17 and 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). As per Department for Transport, Transport Analysis Guidance, the Applicant has carried out traffic modelling work to understand how the Scheme is likely to perform using Department for Transport 's traffic forecasts. The result of the modelling indicates that there are some increases in traffic forecast between junction 17 and junction 18 along the M60 eastbound and westbound with the Scheme in place. With the addition of the Northern Loop, traffic wanting to travel eastbound to southbound will use the loop instead of M60 junction 18 circulatory significantly reducing traffic flows on the junction 18 circulatory. As the Scheme increases forecast capacity in the vicinity of M60 junction 18 there is transfer of traffic from some of the local minor roads and A-roads onto the motorway network. The modelling also indicates a small reduction in traffic along Bury New Road (A56) / Bury Old Road (A665) through Prestwich. This is due to some trips from the Bury area to/from Manchester using the M66 and junction 18/junction 17 rather than local road network due to reduced delays on this route once the Scheme is operational. Further information is included in Transport Assessment (TR010064/APP/7.4).
E121	I am writing to you having received documentation from yourselves relating to the proposed changes to the above interchange. I have lived at [removed respondent address] for over 65 years and during that time have been adversely affected by previous changes made to both the M60/M62 motorways and Simister Island intersection. Previous motorway "Improvements" have had a massive detrimental effect on my live but in no way will it compare with the enormous negative impact that the new changes will have and in effect blight my living conditions for years to come. During previous road changes local government bodies confirmed that those so called improvements provided increased pollution to the area with it associated health risks, increased noise levels and general deterioration of living standards such as house valuations against the normal standards. These massive new proposals will completely overtake our previous problems and once again make living in this area a nightmare. The amount of disturbance created by these changes will be intolerable and the increase in pollution, noise and associated health risks will greatly increase. If these changes were to go ahead there would be little protection given to local residents like myself based on previous changes and experiences.	N	Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following the Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally. The Applicant sets out at section 5.10 of Chapter 5 Air Quality of the Environmental Statement (TR010064/APP/6.1), that overall, for human health there will be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on the Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution

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	I already have health issues and it is quite clear that these new proposals are not going to help me in anyway. I strongly object to the proposals and ask that my views are taken into consideration.		concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). The Applicant has undertaken a detailed assessment of noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The Applicant will provide a low noise road surface with better performance than a conventional low noise surface on the M60 between junction 17 and junction 18, and a conventional low noise surface for the remaining sections of motorways that form the Scheme, including parts of the M66. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has also carried out an assessment of likely construction noise and vibration effects as set out in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase, which includes both daytime and night-time working. Measures to reduce the noise from construction activities are included in the First Iteration Environmental Management Plan (TR010064/APP/6.5) and these will be incorporated into working practices. These include measures such as using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers. During the night-time working phase, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant acknowledges concerns over previous construction/maintenance works and the Applicant will minimise disruption in relation to construction of the Scheme as much as possible. Mitigation measures to reduce the impacts from construction activities are included in the First Iteration Environmental Management Plan. The First Iteration Environmental Management Plan will be developed into the Second Iteration Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Scheme will install temporary accesses and egresses into the offline work areas from the motorway network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise any impact residents and users of the local road network. The detailed design development and construction methodology will continue to be refined with the aim of reducing the overall construction period where possible. The Applicant will develop a communications plan to ensure that the local community are kept informed of the Scheme's construction activities and appoint a community relations officer as part of a community relations team. The Applicant will keep nearby residents informed of forthcoming works via Scheme webpage as well as through letter drops. Scheme updates may also be shared in newsletters, via the Applicant's north-west Twitter/X and Facebook accounts, text alerts and, in some situations, visits from the community relation team. The community relations team will be available throughout the construction of the

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			Scheme to discuss concerns around any disruption which may affect residents. The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land will be to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the road opening of the Scheme.
E127	I want our future, and that if my children especially, to be as safe as possible from air pollution and all the disastrous consequences of changing the climate through global warming. I object therefore because of the following issues: The scheme would increase traffic and carbon emissions when the UK needs to rapidly decarbonise transport. This undermines our ability to reach net zero and our Nationally Determined Contribution (NDC) under the Paris Agreement. Only roadbuilding options have been considered, and National Highways should examine ways to relieve congestion and reduce traffic in this region. There is a lot of information missing from the Preliminary Environmental Information Report (PEIR) including the carbon emissions caused by the construction of the scheme, and the total additional carbon emissions over its lifetime caused by the extra traffic. The scheme would not lead to a decrease in noise and air pollution, but would instead increase noise for the residents who already live alongside the existing road. The failure to reduce air pollution undermines Greater Manchester's aspiration targets for lower pollution by 2030. There would be a particularly severe increase in noise during the construction of the scheme. Other information missing from the PEIR is on the impact on the Green Belt, despite the majority of the scheme lying within it. However National Highways has deferred assessment of this until its full DCO planning application. National Highways have also failed to include an assessment of the road accidents. Please consider your own and your children's futures and stop this dangerous madness. We have the solutions to climate change. Let's use them. Not worsen and hasten the terrible problems.	N	The Preliminary Environmental Information Report (see Annex L) of the Consultation Report Annexes (TR010064/APP/5.2) was produced by the Applicant as one of supporting consultation documents for the statutory consultation held between 15 February 2023 and 28 March 2023 to help support informed responses from a wide range of consultees including the general public. The Preliminary Environmental Information Report set out the likely environmental impacts of the Scheme based on the design known at that time. Since the statutory consultation, the environmental impact assessment has been completed based on the design which forms the application for development consent and set out in the Environmental Statement (TR010064/APP/6.1). The First Iteration Environmental Management Plan (TR010064/APP/6.5) which contains a Register of Environmental Actions and Commitments sets out the mitigation measures the Applicant will provide to mitigate the impacts of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The air pollution levels and the impact of the Scheme on air pollution and the methodology for assessment were discussed with the Applicant and Bury Metropolitan Borough Council. The discussion established that Bury Metropolitan Borough Council utilise Transport for Greater Manchester to undertake their air quality projections, who use a similar methodology to the Applicant, which both rely on the use of similar modelling and projection methodologies for the assessment of air pollution, as discussed in Chapter 5 Air Quality of the Environmental Statement (TR010064/APP/6.1). Results are assessed against legal limits and the UK air quality objectives (where relevant), which are discussed in section 5.3 of Chapter 5 Air Quality of the Environmental Statement (TR010064/APP/6.1), and overall, for human health there will be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on the Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between Junction 17 and Junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between Junction 17 and Junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). The signing of the Greater Manchester authorities to the Breathelife network is a statement on the aim to improve air quality, it does not make a legal commitment to meet the WHO guidelines (which are not legally binding) and therefore is not something that the Scheme (or any other development in the Greater Manchester area) are assessed against. Similarly, the WHO guidelines are not something that the Greater Manchester local authorities typically use for assessing their projections against either. The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme

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			area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays and improve journey time reliability. The Scheme will deliver additional capacity increases on the M60 junction 17 to junction 18 mainline and at junction 18 gyratory. The Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Those commuting through M60 junction 18 will experience improved travel times. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The Applicant confirms the approach taken as set out in Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1) is in accordance with the methodology for assessing significance set out in Institute of Environmental Management and Assessment guidance on Assessing greenhouse gas Emissions and Evaluating their Significance, which explains (on Page 24) *"The Crux of significance is not whether a project emits greenhouse gas emissions, nor even the magnitude of greenhouse gas emissions alone, but whether it contributes to reducing greenhouse gas emissions relative to a comparable baseline consistent with a trajectory towards net zero by 2050.".* Therefore, to assess the significance of any change in carbon emissions associated with a scheme an assessment has to be made against a baseline which contains a trajectory towards net zero (e.g., the UK carbon budgets). The Institute of Environmental Management and Assessment guidance also states (on page 25) that "*A project that is compatible with the budgeted, science based 1.5°C trajectory (in terms of rate of emissions reduction) and which complies with up-to-date policy and 'good practice' reduction measures to achieve that has a minor adverse effect that is not significant. It may have residual emissions but is doing enough to align with and contribute to the relevant transition scenario, keeping the UK on track towards net zero by 2050 with at least a 78% reduction by 2035/37 and thereby potentially avoiding significant adverse effects*". The Applicant considers that the magnitude of carbon emissions from the Scheme would not have a material impact on the ability of the UK Government to meet its carbon budgets, it is considered to align with a trajectory towards net zero by 2050, and therefore does not have a significant impact on climate. The assessment of the Scheme on climate is included in Chapter 14 Climate of Environmental Statement (TR010064/APP/6.1). There is little the Scheme can do to influence road user greenhouse gas emissions, therefore

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			'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050. The Applicant, as National Highways, is responsible for the Strategic Road Network motorways and major A roads), of which this Scheme form part of. Responsibility for improvements to public transport in Greater Manchester is the remit of Transport for Greater Manchester and Local Authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) provides an assessment based on noise modelling with the Scheme design that forms the application for development consent. The Applicant will provide a low noise road surface with better performance than a conventional low noise surface on the M60 between junction 17 and junction 18 and a conventional low noise surface for the remaining motorway sections that form the Scheme, including parts of the M66. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has also carried out an assessment of likely construction noise and vibration effects, and construction traffic assessment which is set out in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) The results indicate that there will be adverse impacts from construction noise during the construction phase, which includes both daytime and night-time working. There are no predicted adverse noise impacts from construction traffic. Industry standard measures to reduce the noise from construction activities are included in the First Iteration Environmental Management Plan (TR010064/APP/6.5) and these will be incorporated into working practices. These include measures such as using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. During the

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			noisiest phases of night-time working, the Applicant will review the temporal scope to aim to reduce adverse impacts to the shortest duration possible. The First Iteration Environmental Management plan will be developed into the Second Iteration Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR01004/APP/3.1). The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. The Applicant's Landscape and Visual Impact Assessment, which can be found in Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1) acknowledges the potential impact of the Scheme in the assessment of landscape character both in terms of the green belt designation and the effects of increased urbanisation on landscape character. As green belt is a land use policy rather than a landscape designation, it has been assessed separately in the Case for the Scheme (TR010064/APP/7.1), which demonstrates the very special circumstances for developing the Scheme in the Green Belt. Very special circumstances are where there are other reasons to justify developing in the Green Belt even when a development would harm the openness of the Green Belt or any of the five purposes of the Green Belt. The very special circumstances are the national need for the Scheme, the benefits of the Scheme (in terms of reducing congestion and providing additional capacity which overall leads to a reduction in travel time) and the lack of alternatives with less impact on the Green Belt. Historical road accident information is used throughout the design process to inform how the design of the strategic road network develops, as improving operational safety on this section of the strategic network, forms a fundamental aim of the Scheme.
E129	**RESPONSE TO NATIONAL HIGHWAYS CONSULTATION M60/M62/M66 Simister Interchange** I write in response to the National Highways consultation that is currently ongoing regarding the M60/M62/M66 Simister Interchange. Rochdale Development Agency (RSA) is a private not for profit company wholly owned by Rochdale Borough Council. We are the Economic Development Agency for Rochdale Borough, charged with promoting Rochdale as a central investment location for businesses. We work in partnership with both the public and private sectors, to deliver economic growth for the benefit of Rochdale residents.	N	The Applicant acknowledges Rochdale Development Agency's responsibilities.
E129	Having looked at the online consultation process, I have decided to write to you directly to express support on behalf of Rochdale Development Agency and to provide a contextual update. It is noted that this consultation follows on from an earlier consultation exercise in November 2020. At that time two options were proposed – the 'Northern Loop' and the 'Inner Links'. At that time, RDA and Rochdale Council expressed support for the Northern Loop option, which was then selected as the preferred option. I would wish to re-	N	The Applicant acknowledges Rochdale Development Agency's support for the Scheme and the Northern Loop as the preferred option.

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	iterate our position of support for that proposed intervention.		
E129	**Northern Gateway and Places for Everyone** The Places for Everyone (PfE) Joint Development Plan Document, an evolution of the Greater Manchester Spatial Framework referenced in our previous consultation response, has recently been the subject of a large scale and rigorous 'Examination in Public' by Inspectors acting on behalf of the Secretary of State for Levelling Up, Housing and Communities. The Inspector's report is expected later in 2023. The PfE Plan contains proposals for the Northern Gateway (Policy Allocation JP 1.1 and 1.2), which will deliver some 1.2m sq. metres of employment floorspace in the area immediately to the northeast of Simister Island, and over 2500 residential units around Simister and Heywood. Rochdale Development Agency, working with partners including Rochdale Council, Transport for Greater Manchester, National Highways and private developers are committed to the realisation of this proposal.	N	The Applicant acknowledges the relevance that the Simister Island area and the Scheme has to the Places for Everyone Joint Development Plan and the proposals within this plan for the Northern Gateway. Further details on how the Scheme supports the Places for Everyone Plan can be found in Chapter 6 of the Case for the Scheme (TR010064/APP/7.1).
E129	The Northern Gateway will be accessed via M62 Junction 19 and M66 Junction 3 and as such it is vital that the Northern Loop works are undertaken as soon as is practicable to help facilitate development of the Northern Gateway and are designed in conjunction with the National Highways Team looking at the wider Strategic Route Network in this area. To kick start access improvements, the Junction 19 South Heywood Link Road opened to traffic in November 2022 following a two-year construction period. This is the first phase of improving access for i) existing industrial operators in South Heywood and ii) opening up the development potential of the Northern Gateway. The Junction 19 Link Road has received financial support from the Greater Manchester Combined Authority, Central Government and National Highways.	N	The Applicant acknowledges the timeline of The Northern Gateway. Subject to successful grant of the application for development consent, construction is due to start at the end of 2025 with a circa three and a half year duration resulting in Scheme completion in early 2029, as outlined in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1).
E129	**ATOM VALLEY** The Northern Gateway is the largest single component of a cross borough initiative, Atom Valley. This is supported by the Greater Manchester Mayor and has seen the creation of the Atom Valley Mayoral Development Zone (MDZ). Stretching across three boroughs (Rochdale, Oldham and Bury), Atom Valley encompasses the Northern Gateway, Kingsway Business Park and Stakehill (both the existing Industrial Estate and the residential and employment allocation within PfE, allocation JPA 2). Atom Valley will deliver 1.6m sq ft of employment space, 7000 new homes and 20,000 jobs. High quality transport links will be vital in delivering that ambition, which will see a major restructuring of the economy at the local, Greater Manchester and North West Regional scales.	N	The Applicant acknowledges the comments around The Northern Gateway in the context of the Atom Vally initiative.
E129	**DETAILED DESIGN MATTERS** Commentary on the detailed design of the Simister Island	N	The Applicant acknowledges Rochdale Development Agency's emphasis on enhanced network capacity and improved journey times and reliability for future economic growth in the area.

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	improvements are outside the scope of RDA activity, other than to emphasise that enhanced network capacity and improved journey times and reliability will be vital to accommodate future economic growth within Rochdale, Bury and Oldham as part of the Atom Valley Initiative.		As per the Department for Transport, Transport Analysis Guidance, modelling work has been undertaken to understand how the Scheme is likely to perform using Department for Transport's traffic forecasts. The Transport Assessment (TR010064/APP/7.4) sets out how we developed our traffic models to reflect the baseline traffic conditions as they were in 2018 and then how the 2018 model was used to forecast future conditions. Three future year traffic models were developed which were also used to undertake the Economic and Environmental assessments. The traffic models were developed for 2029 (Scheme opening year), 2044 (Scheme design year, 15 years after Scheme opening) and 2061 (the final year for which Department for Transport has published traffic growth forecast). The traffic models were developed using the Department for Transport's National Trip End Model, which considers national projections in population, employment, housing, car ownership and trip rates. The National Trip End Model forecasts an increase in traffic rather than a reduction (within Greater Manchester around 9% from 2018-2029, 15% from 2018-2044 and 20% from 2018-2061) and this is likely to contribute to increases in delay/congestion in the vicinity of M60 junction 18. If nothing is done, congestion will increase on routes around M60 junction 18 and the major road network, thus a Scheme like the M60 junction 18 is required to resolve the identified traffic related problems. The result of the modelling indicates that there are some increases in traffic forecast between junction 17 and junction 18 along the M60 eastbound and westbound. With the addition of the loop, traffic wanting to travel eastbound to southbound will use the loop instead of M60 junction 18 circulatory significantly reducing traffic flows on the junction 18 circulatory. As the Scheme increases forecast capacity in the vicinity of M60 junction 18 there is transfer of traffic from some of the local minor roads and A-roads onto the motorway network. The models also indicate a small reduction in traffic along Bury New Road (A56) / Bury Old Road (A665) through Prestwich. This is due to some trips from the Bury area to/from Manchester now using the M66 and junction 18/junction 17 rather than local road network due to reduced delays on this route. Although the Scheme attracts some traffic through the Scheme area (two junctions either side of M60 junction 18), the main purpose of the Scheme is to free up the currently delayed/congested traffic and improve travel through this area. A review of the modelled Scheme performance in the 2061 future year indicates that the Scheme is able to accommodate future traffic growth at junction 18 and the links between junction 17 and junction 18. Further details can be found in the Transport Assessment (TR010064/APP/7.4).
E129	It is highly recommended that the detailed design work for Simister Island is undertaken in conjunction with the Highways Team at Rochdale Borough Council and in conjunction with National Highways own teams working on the wider Strategic Route Network projects in the area. I trust that the above is helpful. Please come back to me if you wish to discuss the point above in more detail or have any further queries.	N	The Applicant acknowledges the comments raised and will continue to engage with Rochdale Council representatives as the Applicant continues to develop, deliver, and operate the Scheme.
E130	M60 J18 Simister Interchange – Public Consultation Response - Proposed Improvements	N	The Applicant confirms that respondents are able to sign up for updates via the Applicant's Scheme website. This will enable them to receive updates at key milestones such as confirmation the application for

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	Focus Transport Planning (FTP) are writing on behalf of the Northern Gateway Development Vehicle LLP (NGDV), a 50:50 Joint Venture company between strategic developers Russell LDP and Harworth Group Plc, to provide comments on the preliminary scheme information relating to proposals for capacity improvements at M60 J18 (Simister Interchange). NGDV hold controlling interests in the JPA1.1 & JPA1.2 'Northern Gateway' strategic cross border allocations to the submission draft Places for Everyone (PfE) plan for Greater Manchester, (current under consideration via Examination in Public) and therefore represent an important local development stakeholder to the M60 J18 location. The comments set out in this letter are designed to build on NGDV's preliminary response as set out in our completed online response form (copy attached for reference). Northern Gateway represents a nationally significant growth opportunity in north east Greater Manchester, extending along the M62 corridor between junctions 18 & 19 and providing further links to intersections with the M66 at junction 3 and the M60 at Junction 19. The site sits within the Atom Valley Mayoral Development Zone, spearheaded by Mayor Andy Burnham, which seeks to drive transformational change in this part of Greater Manchester. The identified growth area offers an extensive range of high-quality development opportunities in a strategically important location on the main east-west corridor connecting Greater Manchester to Liverpool, Lancashire, Leeds & Hull. The JPA1.1 and JPA1.2 draft allocation areas at Northern Gateway offer the potential to ultimately provide up to 1,200,000 sqm of new business, industrial and warehousing floorspace and around 4,300 new homes. On top of existing employment floorspace at Pilsworth and Heywood, Hatch Regeneris has estimated that this will provide up to 20,000 direct full time equivalent new job opportunities, and enable the north		development consent has been accepted for examination by the Planning Inspectorate. Respondents can also register as an Interested Party on the Scheme webpage of the National Infrastructure Planning Website following acceptance of the application for development consent for examination. Further details will be publicised at that time in local newspapers as well as on the Applicant's Scheme website. The alignment of the Scheme in terms of enabling the delivery of the Northern Gateway has been discussed with Bury Metropolitan Borough Council, who overall consider that the Scheme will help support the delivery of the Northern Gateway and the wider economic objectives for this area.

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	and east of the conurbation to uplift its contribution to the wider Greater Manchester economy through a £1.3bn gross GVA contribution per annum. The development will also generate £14m p.a. in business rates. The residential dwellings will provide for up to 6,800 new residents which will bring £70m p.a in household expenditure. There will also be wider indirect employment created through the adjacent development, as well as construction benefits. NGDV are already working alongside Bury and Rochdale Councils to bring Northern Gateway forward, as well as other key stakeholders including GMCA, TfGM and National Highways, as part of the funding and delivery of the recently opened Queen Elizabeth II Way and associated improvements at M62 J19 which will support the consented first phase of the Northern Gateway project. The NGDV are also liaising with these stakeholders regarding additional future capacity measures at M66 J3 and M62 J19. Given the proximity of the M62 J18 Simister Island Interchange to the JPA1.1 and JPA1.2 growth areas and recognising the key role that the Interchange plays in delivering effective strategic motorway connections across Greater Manchester and the wider North West region, NGDV are supportive of the principle of operational capacity improvements at this location. Increased network performance and reliability at M62 J18 will enhance the overall accessibility of north-east Greater Manchester and will help address existing barriers to economic growth and support the release of key development projects such as Northern Gateway. The NGDV has reviewed the publicly available consultation information including the consultation brochure, indicative layout option plans and the high-level benefit / impact analysis therein. Clearly this information is of a preliminary nature and we would welcome the opportunity to review more detailed plans and network capacity		

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	analysis in due course, and also to understand how such information might be incorporated into, and inform, future network assessment that will be required to support formal planning applications for the Northern Gateway allocation areas. We would therefore be keen to engage with the M62 J18 project team to understand anticipated progress and timescales for the assessment and deliver of the scheme and implications of the project for adjacent land-holdings to the core scheme area. It is noted that the delivery of the Northern Loop element to the proposed scheme will include land that is currently allocated for future employment development as part of the JPA1.1 allocation area. I trust that you will find this additional written response of assistance in your consideration of future options for the M62 J18 improvement scheme. As noted, NGDV are supportive of all efforts to improve the effective operating capacity of this existing strategic network congestion point and as a key local development stakeholder we would welcome the opportunity to be involved in future consultation and dialogue on the evolution of the proposals.		
E133	**M60 / M62 / M66 SIMISTER ISLAND INTERCHANGE STATUTORY CONSULTATION UNDER THE PLANNING ACT 2008 (AS AMENDED) SECTION 42 : DUTY TO CONSULT ON A PROPOSED PLANNING APPLICATION** On behalf of the Atom Valley Greater Manchester Mayoral Development Zone (MDZ) Board we are jointly writing to express our continued support for the planned improvements to the Simister Island interchange.	N	The Applicant acknowledges The Mayor of Greater Manchester and the Atom Valley Greater Manchester Development Zone Board's response and their support for the Scheme.
E133	The Atom Valley Greater Manchester Mayoral Development Zone (MDZ) was established in 2022 along the M62 corridor in the northeast of the conurbation. The MDZ Board brings together the Leaders of the Greater Manchester Combined Authority (GMCA) with Bury, Oldham and Rochdale Councils together with national infrastructure providers, higher educational institutions and the joint venture partner for the Northern Gateway site. The designation of the MDZ reflects the nationally significant opportunities for employment growth along the strategic highway network and complementary opportunities for significant regeneration within the main town centres and communities	N	The Applicant notes the purpose of the Atom Valley Greater Manchester Mayoral Development Zone and how this links with supporting investment in highways and other transport projects.

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	across this part of Greater Manchester. The role of the MDZ board is varied but is principally aimed at accelerating the delivery of Atom Valley and key employment sites within it. This will include the timely support of national transport agencies to align investment in highways and transport at a pace and scale to align with development coming forward.		
E133	The scale of this economic growth and development initiative is considered necessary to level up within Greater Manchester as well as the UK. Atom Valley will transform perceptions of, and opportunities within, the north and east of Greater Manchester. It involves delivery of three major employment sites: • The Northern Gateway, incorporating 1.2m sq. metres of employment floorspace in the area around and to the south of Heywood, immediately to the northeast of Simister Island, • Stakehill, incorporating a further 154,000 sq. metres of employment floorspace, to the east of Simister served directly from the A627M via M62 Junction 20; and • The completion of Kingsway Business Park around M62 Junction 21.	N	The Applicant acknowledges the scale of the Atom Valley and the opportunities for levelling up in the areas within Greater Manchester.
E133	Collectively, they have the potential to deliver 1,600,000 square metres of employment space, 20,000 jobs and 7,000 homes. The main Northern Gateway site has the capacity to accommodate a mega-factory, one of only a small number of sites in the UK with this capability. On behalf of the MDZ Board we want to reinforce our view that the planned upgrades of the Simister interchange are critical to the current employment offer and future employment aspirations for Greater Manchester and the wider north of England. There are a range of serious current issues with the interchange that are impacting on congestion, journey times, reliability, safety, and the environment. The local authorities and business community previously wrote in support of the northern loop scheme at the options consultation stage. We are pleased to see that this option, providing the greatest capacity benefits and support for economic growth, was selected as the preferred option at that time. We remain of the view it is essential that a solution for Simister is adopted that doesn't just ease current problems but also provides a robust long-term solution that can accommodate the major growth anticipated in the north of Greater Manchester in the future. We look forward to working with National Highways through the MDZ Board to delivering this critically important infrastructure project.	N	The Applicant acknowledges the support for the Scheme from the Mayor of Greater Manchester and the Atom Valley Mayoral Development Zone Board.
E135	**Transport for the North Response to National Highways Simister Island Interchange** **March 2023** Transport for the North (TfN) is a Sub-national Transport Body (STB)	N	The Applicant acknowledges Transport for the North's responsibilities.

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	with a statutory requirement to advise UK Government on the transport priorities for the North of England. Our advice reflects the views of our Members, bringing the region's political and business leaders together to consider transport solutions which connect the economic assets across the North, both internally to create an economic mass, and also externally as part of a global marketplace.		
E135	In February 2019 we published our Strategic Transport Plan (STP) and Investment Programme. The STP set out TfN's vision of: "A thriving North of England, where world class transport supports sustainable economic growth, excellent quality of life and improved opportunities for all." Our Investment Programme identifies the interventions that will address the current and future challenges on the transport network as well as interventions that will stimulate inclusive, sustainable, and transformational economic growth. In our Investment Programme we identified completion of the Simister Island interchange as a scheme that is already in industry processes and should be open for traffic by 2027. Transport for the North strongly supports the need to complete further work on delivering this scheme.	N	The Applicant acknowledges the support of the Scheme from Transport for the North.
E135	**Response to the proposed scheme** For the success of this intervention, it is critical that National Highways takes a holistic view of the role of the Strategic Road Network in supporting an effective and integrated transport system encompassing strategic and local networks and working towards providing a better end-end customer experience for users of all modes of transport. TfN supports engagement between National Highways and local stakeholders for Simister Island Interchange and will leave detailed feedback on the local impact of the scheme proposals to local stakeholders, including the Local Authorities representing communities along the route.	N	The Applicant acknowledges the support from Transport for the North on engagement with local stakeholders in relation to the Scheme. The Applicant continues to engage with a wide range of stakeholders. Further details can be found in Chapter 3 of the Consultation Report (TR010064/APP/5.1).
E135	Aligned to the TfN Strategic Transport Plan, key outcomes we would expect to see from the scheme are: **Promoting and supporting Active Travel** TfN promotes sustained investment in active travel at a local level, to enable partners to plan and implement more ambitious and longer-term schemes. Therefore, we consider provisions for walking, cycling and horse riding to be an important element of the Simister Island Interchange.	N	An assessment of alternative and active travel modes was undertaken during the early development of the Scheme. The assessment concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives. However, the Scheme improvements will support a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley.
E135	**Promoting and supporting Active Travel** We welcome National Highways proposals to improve facilities for active travel, however, believe this should be delivered within the scope of the Simister Island Interchange rather than considered for funding via the designated funds. This includes improvements to improve the	N	The Scheme will not impact on the connectivity of local communities. Permanent diversions are being provided for all affected Public Rights of Way. The aims of the Scheme relate to reducing peak congestion, delivering journey time reliability, and improving safety on this section of the motorway network. Therefore, the Applicant considers that proposals for new pedestrian, cyclist and equestrian infrastructure at Haweswater Aqueduct are not within the scope

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	Haweswater underpass, 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. Without these improvements included in the main scope of works, this part of the Strategic Network could continue to be a barrier for local communities, and this scheme will not fully fulfil its objective to provide a scheme that is safe for all road users. As seen from the below image, improvements to the current facilities could dramatically improve safety for active travellers, reduce severance to the local community and promote social inclusion.		of the Scheme. However, the Applicant has sought to produce a Scheme design which does not preclude future upgrades to the local walking, cycling and horse-riding network. The Applicant is considering opportunities to improve the permissive path through Haweswater Aqueduct underpass which presently connects Parrenthorn Road, south of the M60, with Derwent Avenue and Heybrook Close, north of the M60. This would provide an improved active travel link between Parrenthorn High School and the community north of the M60 outside of delivery of the Scheme in partnership with other organisations such as Bury Metropolitan Borough Council and Transport for Greater Manchester. Pole Lane/Mode Hill Lane and Egypt Lane will continue to be connected via the public footpath which will be re-aligned around the new Northern Loop and to the east of the M66 which ultimately connects with Hills Lane bridge over the M66 this will essentially be as per the existing arrangement, albeit with a new footway around the loop. More information is included in the Streets, Rights of Way, and Access Plans (TR010064/APP/2.5).
E135	**Support future economic growth** TfN strongly supports the benefits Simister Island improvements could unlock for the local economy. Greater Manchester Combined Authority (GMCA) Spatial Plan 'Places for Everyone' identifies the North – East Growth Corridor (which includes the area surrounding Simister Island) as a location for large scale development at a transformative scale. Over the period 2020-2037, land to accommodate almost 1 million sqm of new employment floorspace and around 19,000 new dwellings have been identified within the whole Growth Corridor. Additional investment in the motorway network will be essential to support this scale of development proposed within the North-East Growth Corridor.	N	The Applicant acknowledges the comments raised. The impacts of the Scheme on the Northern Gateway have been discussed with Bury Metropolitan Borough Council including the planning team, highways, legal and land and property. The Scheme is considered by Bury Metropolitan Borough Council as a vital component of the overall strategy to facilitate growth, including for the Northern Gateway. The Applicant is preparing a Statement of Common Ground with Bury Metropolitan Borough Council during the course of the examination into the application for development consent.
E135	**Improve reliability and resilience** Improving this junction will address significant points of congestion on the North's strategic road network. It will provide a critical upgrade in improving the reliability and resilience of both strategic and local traffic and deliver a more consistent and better end-to-end driver experience throughout the route. TfN believes this scheme will provide a vital improvement in strategic east-west connectivity, including for freight movements.	N	The Applicant acknowledges Transport for the North's support for the Scheme and how upgrading this section of motorway will improve the reliability and resilience of the road network. Specifically, the Scheme will: • Reduce peak congestion by increasing capacity through the provision of a fifth lane on the M60 motorway between M60 junction 17 and junction 18; providing a new direct link from the M60 eastbound to M60 southbound removing the need for traffic to navigate through the signalised junction at junction 18; and providing increased capacity on the M60 northbound to M60 westbound link and the entry onto the M60 westbound. The new M60 eastbound to M60 southbound link (Northern Loop) will allow the junction 18 signal timings to be increased for the remaining movements resulting in a reduction in congestion for remaining movements that will continue to use the signalised junction, such as the M60 northbound to M62 eastbound movement. • Reduce journey times – the extra capacity outlined above reduces congestion and thus helps reduce journey times. • Delivering more reliable journey times – the extra capacity outlined in the summary above reduces congestion and thus helps provide more consistent and reliable journey times. In summary, the network changes to be provided as part of the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Anyone commuting through the junction following completion of the Scheme should experience improved travel times. Further details can be found in both Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1) and the Transport Assessment (TR010064/APP/7.4).
E135	**Improved customer experience**	N	The Applicant acknowledges Transport for the North's comments regarding customer service strategy and

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	In further developing the scheme, National Highways should consider opportunities for building in measures to support their Customer Service Strategy, which sets out six broad customer themes aimed at improving the customer experience for a "diverse range of customers – the public, business users, freight hauliers and local communities." National Highways should also work in collaboration with the local highway authorities on a review and where appropriate amendments to diversionary routes. This applies to temporary diversions during construction as well as longer term planning beyond completion of the scheme.		will work closely with the local highway authorities and local communities as well as key stakeholders throughout the continued delivery of the Scheme. Communications between the Applicant and the customers and key stakeholders will form an integral part of the approach to traffic management on the Scheme. Ongoing communication with key stakeholders will be reflective of the requirements as set out within the Scheme Communications Plan, which will be developed for the construction phase. The Communications Plan will detail how relationships with customers, communities and stakeholders will be developed and how they will be informed of information that could affect their journeys. The action to produce a Communications Plan are detailed in commitment G3 of the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). Communications will involve use of a wide range of channels to maximise its impact and these will include: • Roadside signage to provide advance notice of intended roadworks operations. • Roadside signage during planned roadworks. • Newsletters to, and meetings with, the local community and businesses. • The Applicant's Scheme-specific website and social media channels. • Use of existing National Highways / Local Authority Variable Message Signs. • Use of strategically placed Portable Variable Message Signs. • Use of strategically placed hard signing. Press releases targeted at longer range customers.
E135	**Environmental mitigation and enhancements** TfN acknowledge that in developing plans for the scheme, National Highways are working hard to minimise potential negative impacts on the natural environment. This is particularly the case in managing the air and noise quality challenges of the area, which have both been identified as current management areas.	N	The Applicant acknowledges that existing levels of road traffic noise in the area are high, with much of the area being within a Noise Important Area. A detailed assessment of noise and vibration has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses will result in increases in road traffic noise if all other baseline conditions on which the assessment is based, remain unchanged i.e. Noise mitigation measures are considered in the order of source>path>receptor, with examples of mitigation at "source" being changes to road surfacing and "path" mitigation measures including provision of things like noise barriers or earth bunds. This is because noise mitigation at "source", benefits a wider area then the other forms of mitigation. Further details can be found in Appendix B: Outline Noise and Vibration Management Plan of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant will mitigate road traffic noise in the form of a low noise road surface with better performance than conventional low noise surfacing on the M60 between junctions 17 and 18. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. A conventional low noise surface will be provided for the remaining areas of the motorways that form the Scheme, including parts of the M66. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement (TR00054/APP/6.1) this is predicted to provide a reduction in road traffic noise of between 1 and 5 dB(A) either side of the M60, depending upon location and changes ranging from a 3dB reduction to a 1dB increase either side of the M66. Changes in road traffic noise of 3dB

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			or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. As discussed in section 5.10 of Chapter 5 Air Quality of the Environmental Statement (TR010064/APP/6.1), overall, for human health there were no significant effects, due to air quality, during operation and construction from road traffic changes. The assessment of significant effects is assessed based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junctions 17 and 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e. an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junctions 17 and 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e. some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include things like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
E135	As the design is further developed, we stress the need for National Highways to work with local authority partners and other statutory bodies in ensuring the design and construction of the scheme optimises opportunities for delivering environmental benefits and reducing negative impacts.	N	The Applicant continues to work with Bury Metropolitan Borough Council, the local authority under which the Scheme sits, on a wide range of topics as the Scheme design develops including construction management, environmental management, and socioeconomic planning to support the local authority's priority areas. Further detail of the engagement undertaken with Bury Metropolitan Borough Council can be found in Chapter 3 of the Consultation Report (TR010064/APP/5.1). The Applicant continues to work with Natural England and the Environment Agency on a wide range of matters to ensure opportunities to deliver environmental benefits and reduce negative impacts are optimised. This work included using feedback from Natural England on a draft version of Appendix 8.12: Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3) to help inform its development. In addition, feedback on the First Iteration Environmental Management Plan (TR010064/APP/6.5) and selected appendices has been sought from both Natural England and the Environment Agency. Further detail of this engagement can be found in Chapter 3 of the Consultation Report (TR010064/APP/5.1). Engagement with Natural England and Environment Agency continues, together with the development of Statement of Common Grounds which will be submitted during the course of the Examination. The Applicant has designed the Scheme to deliver environmental benefits such as biodiversity net gain (see Appendix 8.12: Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)) and will implement measures to mitigate the impacts of the Scheme. These measures are set out in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
E135	**Opportunities for Socioeconomic benefits**	N	The Applicant will deliver a number of socioeconomic commitments such as targets related to utilising local employment and skills and targets for the construction phase for using local small and medium-sized

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	The Simister Island Interchange represents a significant opportunity to support the construction industry supply chain, deliver local and regional employment and training. TfN would like to see National Highways work in partnership with local enterprise partnerships, local authorities and skills and training agencies to maximise opportunities for supporting local suppliers and delivering training.		enterprises as part of the supply chain. Further detail is set out in section 12.17 of Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1). Such commitments are secured through the Register of Environmental Actions and Commitments contained within the First Iteration Environmental Management Plan (TR010064/APP/6.5).
E143	Many thanks for this full response. Have copied in [removed personal data] of Save Manchester Green Belt who was on the meeting with me when we met the Simister Island team to talk about the scheme. We are both disappointed about the approach towards air pollution and carbon emissions. Given the impacts of air pollution on public health and the fact there are no safe limits, NH should be aiming to reduce pollution from its schemes to as low as possible. With respect to climate, as the Institute of Environmental Management and Assessment Guidance 2022 makes clear emissions from a single project are likely to be negligible in comparison to relevant UK carbon budgets. The Institute of Environmental Management and Assessment guidance 2022 (page 21) advises that it is good practice to draw on multiple sources of evidence when evaluating the context of greenhouse gas emissions associated with a project. These sources include the Climate Change Committee's sector budget for transport (as opposed to the total UK carbon budgets covering all sectors), carbon budgets prepared for GMCA and its constituent boroughs by the Tyndall centre (these are compatible with meeting the UK's commitments under the Paris agreement) and the trajectory to Net Zero as it appears in the Transport Decarbonisation Plan and UK Net Zero Strat. Will NH undertake to show the trajectory of the scheme's carbon emissions against the trajectory to net zero and against GMCA carbon budgets? Steady State Manchester has assessed the carbon implications of the Places for Everyone Plan (https://steadystatemanchester.net/2023/01/03/places-for-everyone-the-carbon-impact-revised-figures/), including the impact of transport emissions from the Plan. They would be able to help NH undertake a more meaningful assessment of carbon emissions than that currently proposed below.	N	The Applicant has set out at paragraph 14.1.9 of Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), the only statutory carbon targets are the carbon budget targets and the Net Zero 2050 target that are set at a national level i.e., they are targets for the UK as a whole. There are no sectoral targets (e.g., for transport), nor any targets set at a subnational geographic scale. This means that, for the purposes of assessing the likely significance of the effects of the Scheme in accordance with the Institute of Environmental Management and Assessment guidance, the only available trajectory is that contained in the national carbon budgets. No other trajectory has been produced for a less than national scale which is demonstrably consistent with the national carbon budgets. Mathematical exercises in apportioning emissions derived from the national carbon budgets do not result in trajectories which can be appropriately used since, were the Government to undertake such an exercise, it may be that for policy reasons certain geographical areas or sectors might be weighted differently than others. It is then not reasonably possible for the Applicant to produce an alternative baseline trajectory against which the significance of the Scheme's carbon emissions could be assessed since it is unable to make the policy judgments relating to the apportionment to a smaller geographical area or sector. Accordingly, there is no reasonable basis upon which the Applicant can assess the potential likely significant effect of the Scheme's carbon emissions at anything other than at the national level.
E145	Originally the slip road was to start after the underpass, but with the revision to 5 running lanes and a hard shoulder between J16 A56 and the start of the slip road, Lighting will need to be redesigned and some work on the underpass undertaken. As this underpass is a route between home and school for many pupils and has no lighting, as power is at hand this would be an ideal opportunity to provide some lighting both under the motorway and	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for

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	beyond. I am standing as an Independent in Besses Ward which adjoins the underpass and I am not aware of Bury MBC making any representations in this regard.		development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant is unsure which underpass is being referred to within the response, however, improvement to lighting outside of the strategic road network covered by the Scheme, such as mentioned, is not within the scope of the Scheme. As the A56 is mentioned, the Applicant assumes reference to 'junction 16' should be junction 17. There is no work planned to any underpasses around junction 17 of the M60 as these are not impacted by the Scheme.
E147	Sorry previous email cut short. Forgot to suggest, I will put the following in writing if required, Street lighting required through Mode Hill lane - Parr Lane the area would benefit from lighting. In the development area large members of the public use the area for cycling, dog walking, jogging clubs. Also forgot to mention the area you propose a pond is used for horse grazing throughout the year, once your works have been completed the horses will probably be back on the field again so any water gathering will be used for drinking, and rolling in by the horses. Street lighting and ground work improvements would be a great improvement to the environment and met with approval by locals. Please consider both Street lighting and tarring the pathway between Mode Hill lane and Parr Lane.	N	The provision of street lighting on Mode Hill Lane/Parr Lane is the responsibility of the local highway authority. Therefore, it is outside the scope of the Scheme as lighting at this location is not required to offset the impacts of the Scheme. The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated by utilising temporary pedestrian management or temporary diversion routes. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 Southbound Diverge, and the associated drainage infrastructure. The requirement for the works will be confirmed after detailed design. Once the detailed design of the works has been confirmed, the required access to Public Rights of Way will be communicated well in advance with residents. More information about impacts on Public Rights of Ways is included in Streets, Rights of Way and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). The Applicant confirms that the ponds associated with Scheme will be constructed on the Applicant's land or land to be permanently acquired by the Scheme. A risk assessment will be undertaken in the next development Stage that will determine the requirement for fencing to prevent misuse / trespass. Where the risk assessment shows that it is necessary, ponds will be fenced off from the public to prevent misuse / trespass. and reduce or remove risk to livestock. The Risk Assessment will include looking at location of the pond relative to Public Rights of Way, housing, and general accessibility. Therefore, horses will be unable to graze or access the water on the Applicant's land following completion of the Scheme.
E149	I today attended you public consultation at Unsworth Cricket Club. Your team suggested I emailed my four feedback points. However I would like to register the first point as a formal complaint: Incorrect information in Public Consultation Brochure – FORMAL COMPLAINT Page 5 states: "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	Y	The Applicant confirms that the current provision of hard shoulder on the M60 eastbound between junction 17 and junction 18 will be increased to comply with the current Design Manual for Roads and Bridges standard CD 127 Cross-sections and headrooms. The Applicant confirms that the design for the M60 junction 17 to junction 18 maintains the existing Controlled Motorway operating regime, while providing an additional lane. A Controlled Motorway is a motorway that uses variable mandatory speed limits to increase capacity and smooth the flow of traffic while retaining a hard shoulder. Pond 6 has been reviewed following the Statutory Consultation. The pond and all associated works have been removed from the Scheme and replaced with a water storage system located within the motorway, which will discharge water to a point further downstream. This design change removes the need for any land take, both permanently and temporarily, to the west of junction 17 and removes the visual, air, noise,

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	minimised." Following a visit to your pubic consultation today, [Anonymised] from NH has informed me there will only by 56% full hard shoulder between J17 and J18. Please can you confirm this? If this is correct, then the above statement is not true. With the pausing of Smart Motorways without hard shoulders, if there is not a full hard shoulder between J17 and J18 as described in the public consultation document, I would like to formally object to the proposal. This is because this is not in line with the Department for Transport currently policy to pause construction of motorways without a hard shoulder. Furthermore, I wish to complain that Q3.3 is very misleading as it states 'addition' of hard shoulder: If people respond 'Strongly Agree', they will only be agreeing to 56% of hard shoulder, which I believe most would strongly DISAGREE with. I look forward to your formal response to the above complaint. Construction access to Pond 6 – Whitefield Golf Course Access should NOT be via Chestnut Avenue via residential streets which are very narrow and often congested with parked vehicles. I understand a temporary access road both on and off the motorway network directly is being considered, which would be far less disruptive for local residents. Incorrect signage – M60 J17 (anti-clockwise) Currently the countdown markers / signage is incorrect, counting down 300yds, 400yds, 200yds…. as shown. Please confirm when this be corrected? Flooding hotspot - M60 J17 (anti-clockwise) exit slip Please can you confirm if the regular flooding at J17 (anti-clockwise) exit slip (which regularly causes the exit slip to be closed) will be addressed? Thank you for the opportunity to contribute. Whilst overall I support the scheme to reduce congestion, we really should not be undertaking construction works without including hard shoulders as per public opinion and DfT uncertainty.		flooding, and access impacts associated with pond 6. The Scheme introduces new diverge arrangements at both M60 junction 17 westbound and M60 junction 18 eastbound. These new diverges result in the requirement for new advanced directional signage on the M60 junction 17 to junction 18 link in accordance with the Design Manual for Roads and Bridges. As a result, new diverge countdown markers will also be provided at locations relative to each diverge meaning that any existing issues pertaining to signage, will be fully resolved as part of the Scheme. The Applicant has taken into account flooding risk with full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 Design of highway drainage systems which is part of the Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds will be provided on a number of drainage networks. These will be sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change, including known flooding issues such as junction 17 exit slip. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events.

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L01	In addition to the main letter I would like your department to take into account The proposed works will have on the above. This area is home to various types of wildlife such as a large variety of birds, Geese, Ducks, seagulls, sparrows magpies, crows, and pigeons all come to nest between here and Heaton Park. We also are privilege to have larger wildlife roam such as Roe Deer believe it or not along with Fox families, rabbits and various other small animals enjoy the open fields. Your works will disrupt this for years; my proposal to yo for improvements will go a long way in your favour, as a show of goodwill towards the local residents. A statement of intent to carry out such works would be a great help to ease concerns of the residents over such long term construction works.	N	The Applicant has undertaken a detailed assessment of biodiversity as part of the environmental impact assessment for construction and operation of the Scheme as set out in Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1). This provides a full assessment of the effects of the construction and operation of the Scheme on wildlife and the habitats they rely upon. This includes several different types of wildlife including birds, badgers, and other small animals. Appendix 8.6 Breeding Bird Survey Report and Appendix 8.7 Wintering Bird Survey Report of the Environmental Statement Appendices (TR010064/APP/6.3) address breeding birds and wintering birds respectively. With implementation of mitigation (as outlined within Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5), no significant effects are predicted for any biodiversity receptor. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Deer are not scoped into the assessment as they are not a species of conservation concern, however the risks of collisions would be considered when determining the requirements for deer proof fencing from a human safety perspective during the detailed design stage of the Scheme.
L03	Dear Sir /Madam Re: Ref TRO 10064/S42 (1)(d)Cat3 February 2023 I attended your public consultation day at Unsworth Cricket Club on Monday 20* March and spoke with one of your representative's. Some points I would like to make are. The plans on the table were different to the ones we received by post from your dept. Your Rep, [Anonymised] did answer most of my questions however your plans for part of the area I would like more clarity on the following. Pin HE548642-JAC-GEN PLAN. Modehill lane M45 8JH Area to PARR LANE Cowl Gate farm M45 8ED.LUB PARR LANE M45 8ED to the PIKE FOLD GOLF CLUB turn off which goes over the motorway was the original road before the motorway was built. This lane has been used by the residents of Whitefield for leisure activities such as dog walking, horse riding, and cycling, jogging family walks and general outdoor pursuits for over fifty years. We would like to see the above kept as such and improved by your department as a reward to the residents for the disruption they will have to endure over the coming years with your plans.	N	The Applicant confirms that the plans available at the public consultation event were the Scheme map books which were available on the Scheme's website and at deposit points. The map books were provided in A0 format to allow stakeholders to identify particular areas within the Scheme boundary. The Applicant confirms that the landscape design shown on Figure 2.3, the Environmental Masterplan of the Environmental Statement (TR010064/APP/6.2), includes planting on land south-east of Mode Hill Lane. The landscape design includes woodland planting, native tree and shrub planting, hedgerow planting and planting around the attenuation pond to provide landscape integration and visual screening of the Northern Loop and Pike Fold Simister Bridge from Whitefield and Pole Lane. This will provide new wildlife habitat within this area. Along the eastern section of Pole Lane, there are plans to strengthen the existing hedgerows and add new hedgerows and intermittent tree planting to provide visual screening along Pole Lane and improve biodiversity links. Provision of street lighting on Mode Hill Lane/Parr Lane is the responsibility of the local highway authority. Therefore, this is outside the scope of the Scheme as the lighting at this location is not required to offset the impacts of the Scheme. Pole lane, which connects Mode Hill Lane to Parr Lane, has a small section included within the Scheme's order limits. This section has been included for access to planting areas that have been included to provide visual screening or filtering of traffic, the Pike Fold Simister Bridge and Northern Loop from within Whitefield and from the footpath. Provision of surfacing on Pole Lane is not the responsibility of the Applicant and is outside the scope of the Scheme. The Applicant will not be completing any works to Parr Lane as this is the responsibility of the local highway authority. The latest information on public Right of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5).

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	My proposal is that you improve MODEHILL LANE through to PARR LANE by bringing it up to modern day road worthiness by laying down a TARRED surface along with providing Lamppost's for pedestrian safety at night. This also would be a good time for your department to build goodwill with residents in the area. At this moment in time the area between Mode Hill Lane and Parr Lane is an untarred rough pot holed mud bath badly needing upgrading. Furthermore in general the whole area would benefit from upgrading of landscaping along with tree planting areas which I would be more than happy to plan with you. The area your about to undertake large construction works on is recognised as a deprived area, local council Bury has done nothing in the way of upgrading in the 20 years we have lived here. So your help in improving the whole area would be gratefully appreciated.		

Q.5 Statutory Consultation under s47 & s48 of the 2008 Act with the local community & statutory publicity – Responses to Question 4

The tables provided below evidence the regard had to responses received to National Highway's statutory consultation in accordance with s49 of the 2008 Act. Specifically, the table below, provides how National Highways have responded to responses to question 4 from the Statutory Consultation Brochure, received from the local community and statutory publicity under s47 and s48 of the 2008 Act.

Question 4 – *"Reasons for views/sentiment towards the key features of the Scheme."*

Statutory Consultation under s47 & s48 of the 2008 Act with the local community & statutory publicity – Responses to Question 4				
Respondent ID:	**Question**	**Response:**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
2	Q4	I do not live far from the M60 motorway. I am concerned about the air and noise pollution from this work. When i step out into my garden i can hear the motorways very clearly. I do not wish to be exposed to any more noise. I am concerned the extra lanes will bring the motorway closer to my property. The air is already polluted, you can smell it in the air and on the washing when the clothes are hung on the garden line. You say you recognise there is a noise and air pollution problem already. We are in a air quality management and noise quality area and the aim of this is to cut down both. By adding all these extra lanes i cannot see how this would help, in fact you state there is no significant difference expected, but i don;t see how because if this because if this becomes a better route for traffic to take, with his lack of congestion, it will soon get congested again when people see it as a better road to take. I cannot see a reference to how long this work is expected to take and the impact of the stationery traffic in the road works (which will happen congestion/roadworks = slower movement/nightmare) will have on the air quality, not to mention the long delays for maybe a number of years.	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. Chapter 5 Air Quality of the Environmental Statement sets out that the area affected by the Scheme sits within the Greater Manchester Air Quality Management Area and the impact of the Scheme on air quality within the Air Quality Management Area has been assessed at relevant locations. Overall, there were no significant effects, due to air quality, during operation and construction from road traffic changes. The assessment of significant effects are assessed based on Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air quality of the Environmental Statement. Closer to the Scheme, between junctions 17 and 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junctions 17 and 18 or, for Simister, due to traffic using the northern loop slip road (i.e., some traffic is moved further away). The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be

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				perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant recognises that much of the area is within a Noise Important Area, which designates those locations experiencing the highest noise levels. Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) sets out the noise assessment based on the Scheme design which forms the application for development consent. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working impacting Warwick Avenue during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).

Statutory Consultation under s47 & s48 of the 2008 Act with the local community & statutory publicity – Responses to Question 4				
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				The Transport Assessment (TR010064/APP/7.4) sets out how we developed our traffic models to reflect the baseline traffic conditions as they were in 2018 and then how the 2018 model was used to forecast future conditions. The 2018 baseline traffic model was developed using various different data sources which includes traffic data (some of which was extracted from WebTRIS which provides traffic flow and journey time data accessible through the National Highways website), anonymous mobile phone data to understand travel patterns, digital maps, and Department for Transport guidance to mention a few. Using the 2018 baseline data, future forecast scenarios were developed as discussed in the Transport Assessment (TR010064/APP/7.4). The report includes details of model scenarios, modelled future years, local developments and how we predicted the future growth. The future year traffic growth was taken from Department for Transport's National Trip End Model Forecasts and the government's projection of future traffic, the National Road Traffic Projections (2022). Therefore, any increases in traffic due to either local developments or natural background growth will have been accounted in the modelling through the Department for Transport's traffic growth predictions. As per Department for Transport, Transport Analysis Guidance, modelling work has been undertaken to understand how the Scheme is likely to perform using Department for Transport's traffic forecasts. Three future year traffic models were developed which were also used to undertake the economic and environmental assessments. The traffic models were developed for 2029 (Scheme opening year), 2044 (Scheme design year, 15 years after Scheme opening) and 2061 (the final year for which Department for Transport has published traffic growth forecast). The traffic models were developed using the Department for Transport's National Trip End Model, which considers national projections in population, employment, housing, car ownership and trip rates. The National Trip End Model forecasts an increase in traffic rather than a reduction (within Greater Manchester around 9% from 2018-2029, 15% from 2018-2044 and 20% from 2018-2061) and this is likely to contribute to increases in delay/congestion in the vicinity of M60 junction 18. If nothing is done, congestion will increase on routes around M60 junction 18 and the major road network, thus the Scheme is required to resolve the identified traffic related problems. The Applicant plans to submit the development consent application to the Secretary of State for Transport (via the Planning Inspectorate) in early 2024. If the development consent application is accepted for examination, it will be independently examined by an Examining Authority, appointed by the Secretary of State, who following the examination will make their recommendation to the Secretary of State on whether the application should be granted. Subject to successful grant of the application for development consent, construction is due to start at the end of 2025 with a circa three and a half year duration resulting in Scheme completion in early 2029, as outlined in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1). The current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction.
3	Q4	Increase lane capacity will help flow and reduce	N	The Applicant acknowledges the comments received.

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		chances of accidents.		
6	Q4	I have used simister island for the past 24 years to commute to work everyday and the traffic ques cause issues and delays for commuting, increase pollution and noise where I live (just off thatch leech lane) and I welcome the changes, it should have been done sooner.	N	The Applicant acknowledges the comments received.
8	Q4	M60 loop will help flow	N	The Applicant acknowledges the comments received.
9	Q4	My comments are given as a road user of J18 and not someone living in the vicinity of this Junction. As such I can only comment on the proposed changes from a road users perspective, not that of someone living locally who would be familiar with both the proposed changes to the road layouts as well as the proposed footpath diversions and pond locations.	N	The Applicant acknowledges the comments received.
12	Q4	Ive always agreed with proposals to build a new free flowing slip road from the M60 West to M60 South as it would do brilliantly at reducing congestion on the current roundabout	N	The Applicant acknowledges the comments received.
15	Q4	I work on the motorway and I travel over simister or round the roundabout every single day multiple times and I must admit there are queues in the morning and evenings at the peak times but other than those times there is never any congestion so by adding roadworks you're going to add so much congestion when it's not needed. Also you're saying about adding lanes when really you're just getting rid of the hard shoulder how is that safe? I work on the hard shoulder and what about the technology that's already there? The cameras, AMI, signals, MIDAS how is all of that going to be affected? How are we going to be able to maintain these vital pieces of equipment when there's nowhere for us to stop? Also you're talking about adding a fifth lane between 17 and 18 but the gantry's are accessible so again how are we supposed to maintain these vital pieces of equipment when we can't get to them?	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Transport Assessment (TR010064/APP/7.4) sets out how we developed our traffic models to reflect the baseline traffic conditions as they were in 2018 and then how the 2018 model was used to forecast future conditions. The 2018 baseline traffic model was developed using various different data sources which includes traffic data (some of which was extracted from WebTRIS which provides traffic flow and journey time data accessible through the National Highways website), anonymous mobile phone data to understand travel patterns, digital maps, and Department for Transport guidance to mention a few. Using the 2018 baseline data, future forecast scenarios were developed as discussed in the Transport Assessment (TR010064/APP/7.4). The report includes details of model scenarios, modelled future years, local developments and how we predicted the future growth. The future year traffic growth was taken from Department for Transport's National Trip End Model Forecasts and the government's projection of future traffic, the National Road Traffic Projections (2022). Therefore, any increases in traffic due to either local developments or natural background growth will have been accounted in

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				the modelling through the Department for Transport's traffic growth predictions. As per Department for Transport, Transport Analysis Guidance, modelling work has been undertaken to understand how the Scheme is likely to perform using Department for Transport's traffic forecasts. Three future year traffic models were developed which were also used to undertake the economic and environmental assessments. The traffic models were developed for 2029 (Scheme opening year), 2044 (Scheme design year, 15 years after Scheme opening) and 2061 (the final year for which Department for Transport has published traffic growth forecast). The traffic models were developed using the Department for Transport's National Trip End Model, which considers national projections in population, employment, housing, car ownership and trip rates. The National Trip End Model forecasts an increase in traffic rather than a reduction (within Greater Manchester around 9% from 2018-2029, 15% from 2018-2044 and 20% from 2018-2061) and this is likely to contribute to increases in delay/congestion in the vicinity of M60 junction 18. If nothing is done, congestion will increase on routes around M60 junction 18 and the major road network, thus the Scheme is required to resolve the identified traffic related problems. The Applicant confirms that the design for the M60 junction 17 to junction 18 maintains the existing Controlled Motorway operating regime, while providing an additional lane. A Controlled Motorway is a motorway that uses variable mandatory speed limits to increase capacity and smooth the flow of traffic while retaining a hard shoulder. As part of the Scheme the existing technology will be updated in line with existing National Highways' design standards. A number of off-network maintenance accesses will be provided throughout the Scheme to ensure that the infrastructure of the Scheme, including gantries and motorway technology, can be maintained safely, whilst there will still be a hard shoulder.
16	Q4	I don't believe the changes for m60 south to m60 west will give a significant improvement to traffic flow. I believe this area needs revisiting again.	N	The Applicant can confirm that a "M60 south to M60 west" movement is not included within the Scheme. As such, it is assumed that by "south" means "south of junction 18" and are therefore querying the improvement of the M60 northbound to M60 westbound link. The traffic simulation for the M60 northbound to M60 westbound link, which is being widened from one lane to two lanes, shows this layout to work and in a more efficient way compared to the existing layout, reducing any queuing traffic on the M60 northbound diverge. The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Transport Assessment (TR010064/APP/7.4) sets out how we developed our traffic models to reflect the baseline traffic conditions as they were in 2018 and then how the 2018 model was used to forecast future conditions. The 2018 baseline traffic model was developed using various different data sources which includes traffic data (some of which was extracted from WebTRIS which provides traffic flow and journey time data

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				accessible through the National Highways website), anonymous mobile phone data to understand travel patterns, digital maps, and Department for Transport guidance to mention a few. Using the 2018 baseline data, future forecast scenarios were developed as discussed in the Transport Assessment (TR010064/APP/7.4). The report includes details of model scenarios, modelled future years, local developments and how we predicted the future growth. The future year traffic growth was taken from Department for Transport's National Trip End Model Forecasts and the government's projection of future traffic, the National Road Traffic Projections (2022). Therefore, any increases in traffic due to either local developments or natural background growth will have been accounted in the modelling through the Department for Transport's traffic growth predictions. As per Department for Transport, Transport Analysis Guidance, modelling work has been undertaken to understand how the Scheme is likely to perform using Department for Transport's traffic forecasts. Three future year traffic models were developed which were also used to undertake the economic and environmental assessments. The traffic models were developed for 2029 (Scheme opening year), 2044 (Scheme design year, 15 years after Scheme opening) and 2061 (the final year for which Department for Transport has published traffic growth forecast). The traffic models were developed using the Department for Transport's National Trip End Model, which considers national projections in population, employment, housing, car ownership and trip rates. The National Trip End Model forecasts an increase in traffic rather than a reduction (within Greater Manchester around 9% from 2018-2029, 15% from 2018-2044 and 20% from 2018-2061) and this is likely to contribute to increases in delay/congestion in the vicinity of M60 junction 18. If nothing is done, congestion will increase on routes around M60 junction 18 and the major road network, thus the Scheme is required to resolve the identified traffic related problems.
17	Q4	The public were only offered two choices, both of which are appalling, are expensive and will cause years of disruption to the travelling public. I submitted an alternative proposal, which has been completely ignored, that would be less expensive, require less variations of rights of way, less purchase of land, less disruption to the travelling public and be more environmentally friendly. I am happy to resubmit that proposal but I suspect it will be disregarded once again as it appears if a proposal does not emanate from Highways England then it is seen as being of no value.	N	The Applicant has reviewed the alternative design proposed by the respondent, it was considered during the initial stages of the development of the Scheme and discounted. Within the initial stages, over 150 alternative design combinations were considered, which were refined down to six design options which were progressed by the Applicant based on criteria such as affordability, construction duration, environmental impact, land take and ability to meet the Scheme objectives. Subsequently, from these six options, two were shortlisted for further consideration and an options consultation on these two remaining options (Northern Loop and Inner Links) took place between June and August 2020. The reasons why these two options were retained, and the other four options were discounted can be found in the Options Consultation Brochure at Appendix A of the Consultation Report Annexes (TR010064/APP/5.3). Following the outcome of the options consultation, the Northern Loop was announced as the Preferred Route in January 2021. Appendix B of the Consultation Report Annexes contains the details of this "Preferred Route" announcement including the reasons why it was chosen. The alternative design identified by the respondent was discounted as it would require a new structure over junction 18 which would have significant environmental impacts on Simister village, whilst also requiring residential property purchases. Additionally, the alternative option would require a new connection with the M60 south of junction 18 reducing the weaving length between junctions 18 and 19 of the M60, resulting in a design which would not operate safely and would not comply with National Highways' Design Manual for Road and Bridges standards.
19	Q4	A well thought out idea which will solve many of the issues at this junction which is over capacity and often dangerous as a result. Good appreciation of environmental mitigation's required to minimise the impact of the scheme.	N	The Applicant acknowledges the comments received.
20	Q4	Why remove public rights of way that are used extensively by the residents of simister village for recreational purposes such as Egypt Lane. The use of the land surrounding where many residents have	N	The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the

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		lived their entire lives is being taken away to allow more cars on the motorway. For all extent by removing these you make Simister Village itself an island. Surely its counterintuitive to remove public footpaths if ultimately you claim this redevelopment aims to help the environment. No all walking space, especially is elderly like myself will be narrow pavements in the village, with no respite or save areas to walk in greenery.		construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). The Scheme design is not anticipated to increase the isolation of Simister Village but there may be short term impacts during construction from temporary closure of the public footpath linking Egypt Lane to Hills Lane. The design development and construction methodology will continue to be refined with the aim of reducing the duration of any such closure. Details regarding the management of construction activities and traffic are outlined in the First Iteration Environmental Management Plan (TR010064/APP/6.5) and Outline Traffic Management Plan (TR010064/APP/7.3). The First Iteration Environmental Management Plan will be developed into the Second Iteration Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Outline Traffic Management Plan will be developed into the Traffic Management Plan for implementation during construction and secured by Requirement 10 of the draft Development Consent Order.
21	Q4	The motorway network needs improving its currently awful	N	The Applicant acknowledges the comments received.
23	Q4	I think the motorway system needs improvements in this area to help with congestion. The other areas of the M60 that I feel could be improved to ease congestion is near worsley near the junction for taking the M62 to Liverpool maybe during busy times use hard shoulder as an extra lane to ease congestion. Also the other area of the M60 that I think could be improved is Barton Bridge near the Trafford Center both directions traffic always seems to build up there	N	The Applicant confirms that the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines"*. A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020- 2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). Improvement of the section of the M60 between Barton Bridge and the Trafford centre is not within the scope of this Scheme.
25	Q4	I literally don't know,	N	The Applicant acknowledges the comments received.
26	Q4	I would strongly suggest a new flow free connection between M60 and M60 anticlockwise, converting the hard holder into a second lane would not solve the problem. The current geometry of this junction is pretty sharp, making drivers to reduce their speed suddenly, which crates a risk from someone at the back to crash to the front car. Due to this issue, there	N	The Applicant confirms that the improved M60 northbound to M60 westbound link will provide a free flow link that resolves the existing issues by increasing the capacity at this location. The existing M60 northbound to M60 westbound free-flow link is presently one lane. The Scheme will provide two lanes with a new hard shoulder. The modified M60 northbound to M60 westbound free-flow link will flow into the improved M60 junction 17 to M60 junction 18 five-lane controlled motorway, as well as the free flow link merging onto the mainline through a new double lane gain (i.e., two new lanes created) which will reduce queuing and allow the junction to operate efficiently. Further details can be found on the General Arrangement Plans (TR00064/APP/2.2).

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		is often miner accidents and long queues, which extent to junction 19 of M60.		The Applicant considered the addition of separate links during the option selection process (see Chapter 3, Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), however, as explained at the options consultation held between June and August 2020 (refer to Annex A of the Consultation Report Annexes (TR010064/APP/5.2)), the Applicant discounted these, as it would have required additional permanent land-take and increased costs associated with their construction but would not have increased the benefits being delivered by the Scheme. Through the early design development, it was identified that the current link could be upgraded to two lanes. Additionally, a new free flow link would significantly impact the existing short weaving length between the M60 junction 18 and junction 17 as the merge from M60 junction 18 would be closer to M60 junction 17 than in the current Scheme design. This would only have exacerbated the existing operational safety concerns. Once constructed, the Scheme will remove a significant volume of traffic currently using the junction, reducing congestion, and allowing the opportunity to review the layout of the signalised junction. The transport and safety benefits of the Scheme are set out in the Transport Assessment (TR010064/APP/7.4).
27	Q4	The slip road going under or over the new loop road was not really a relevant question. You might be required to ask this kind of thing but with no real understanding of how roads are contructed our views on this as a company are worthless. If public rights of way need amending, so be it.	N	The Applicant's consultation materials were intended to seek views and allow informed responses from a wide range of consultees, including the general public, land interests affected by the Scheme, statutory bodies, for example, the Environment Agency and Natural England and the local authority (Bury Metropolitan Borough Council). Further details can be found in the Consultation Report (TR010064/APP/5.1). The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1).
29	Q4	I don't know where the info on ponds is. I would have expected the survey to have the info at the beginning of the survey or within the questions. You're asking questions about proposals that I know nothing about. Ordinary people don't know about pond and land use. I just think that the roads in that area need to be	N	The Applicant's consultation materials were intended to seek view and allow informed responses from a wide range of consultees including the general public, land interests affected by the Scheme, statutory bodies, for example, the Environmental Agency and Natural England, and the local authority (Bury Metropolitan Borough Council). Further details can be found in the Consultation Report (TR010064/APP.5.1). The Applicant sought views on the key design features of the Scheme of which ponds are an integral part of the overall design features. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of

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		improved and I would expect an expert on roads to provide a solution.		water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The Applicant has appointed experts to design and construct the Scheme however as the Scheme is defined as a Nationally Significant Infrastructure Project under the Planning Act 2008 the Applicant is required to consult on the design of the Scheme with those living close to and directly impacted by the Scheme as well as other prescribed consultees, before an application for development consent is made.
30	Q4	I don't use any of the surrounding land, therefore the locations of the ponds doesn't really affect me.	N	The Applicant acknowledges the comments received.
31	Q4	Public rights of way don't affect me as a car user though lane management does. How the lanes counter clockwise M60 have to merge into a single lane currently doesn't work. And far extended ponds I feel may be losing land further from the project when more could be done closer.	N	The Applicant confirms that the improved M60 northbound to M60 westbound link would provide a free flow link that would address existing issues as it will increase capacity at this location. The existing M60 northbound to M60 westbound free-flow link is presently one lane. The Scheme will provide two lanes with a new hard shoulder. The modified M60 northbound to M60 westbound free-flow link will flow into the improved M60 junction 17 to M60 junction 18 five-lane controlled motorway, as well as the free flow link merging onto the mainline through a new double lane gain (i.e., two new lanes created) which will reduce queuing and allow the junction to operate efficiently. Further details can be found on the General Arrangement Plans (TR010064/APP/2.2). The Applicant considered the addition of separate links during the option selection process (see Chapter 3, Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), however, as explained at the options consultation held between June and August 2020 (refer to Annex A of the Consultation Report Annexes (TR010064/APP/5.2)), the Applicant discounted these, as it would have required additional permanent land-take and increased costs associated with their construction but would not have increased the benefits being delivered by the Scheme. Through the early design development, it was identified that the current link could be upgraded to two lanes. Additionally, a new free flow link would significantly impact the existing short weaving length between the M60 junction 18 and junction 17 as the merge from M60 junction 18 would be closer to M60 junction 17 than in the current Scheme design. This would only have exacerbated the existing operational safety concerns. Once constructed, the Scheme will remove a significant volume of traffic currently using the junction, reducing congestion, and allowing the opportunity to review the layout of the signalised junction. The transport and safety benefits of the Scheme are set out in the Transport Assessment (TR010064/APP/7.4). As part of appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3), attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme.

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				Pond locations have been optimised in terms of land take and through a combination of the hydraulic modelling of the drainage design as well as the location of the existing outfalls (watercourses or existing culverts). It is important that the drainage and water from the highway can reach the ponds and outfalls efficiently, without the need for pumping stations which would require increased permanent land take and add additional capital cost to deliver the Scheme. The Applicant will undertake a risk assessment during detailed design to determine the requirement for fencing to prevent misuse / trespass. The Risk Assessment will include looking at location of the pond relative to Public Rights of Way, housing, and general accessibility as well as the design of the pond in terms of bund provision and volume of detained water.
32	Q4	Ease congestion, improve commuting times and support environment	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Transport Assessment (TR010064/APP/7.4) sets out how we developed our traffic models to reflect the baseline traffic conditions as they were in 2018 and then how the 2018 model was used to forecast future conditions. The 2018 baseline traffic model was developed using various different data sources which includes traffic data (some of which was extracted from WebTRIS which provides traffic flow and journey time data accessible through the National Highways website), anonymous mobile phone data to understand travel patterns, digital maps, and Department for Transport guidance to mention a few. Using the 2018 baseline data, future forecast scenarios were developed as discussed in the Transport Assessment (TR010064/APP/7.4). The report includes details of model scenarios, modelled future years, local developments and how we predicted the future growth. The future year traffic growth was taken from Department for Transport's National Trip End Model Forecasts and the government's projection of future traffic, the National Road Traffic Projections (2022). Therefore, any increases in traffic due to either local developments or natural background growth will have been accounted in the modelling through the Department for Transport's traffic growth predictions. As per Department for Transport, Transport Analysis Guidance, modelling work has been undertaken to understand how the Scheme is likely to perform using Department for Transport's traffic forecasts. Three future year traffic models were developed which were also used to undertake the economic and environmental assessments. The traffic models were developed for 2029 (Scheme opening year), 2044 (Scheme design year, 15 years after Scheme opening) and 2061 (the final year for which Department for Transport has published traffic growth forecast). The traffic models were developed

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				using the Department for Transport's National Trip End Model, which considers national projections in population, employment, housing, car ownership and trip rates. The National Trip End Model forecasts an increase in traffic rather than a reduction (within Greater Manchester around 9% from 2018-2029, 15% from 2018-2044 and 20% from 2018-2061) and this is likely to contribute to increases in delay/congestion in the vicinity of M60 junction 18. If nothing is done, congestion will increase on routes around M60 junction 18 and the major road network, thus the Scheme is required to resolve the identified traffic related problems. The Applicant has undertaken an environmental impact assessment which is set out in the Environmental Statement (TR010064/APP/6.1) which accompanies the application for development consent. The Environmental Statement sets out how the Applicant has considered the environmental impacts as a result of the Scheme against a range of technical topics, for example, Air Quality, and the measures to mitigate those impacts. The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme, is predicted to achieve a 3.68% gain in area of habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme.
33	Q4	Traffic at simister island is horrific and the tail backs down the m60 impact every journey. Something needs to be done and I agree that environmental considerations should be made and ponds encourage wildlife.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Transport Assessment (TR010064/APP/7.4) sets out how we developed our traffic models to reflect the baseline traffic conditions as they were in 2018 and then how the 2018 model was used to forecast future conditions. The 2018 baseline traffic model was developed using various different data sources which includes traffic data (some of which was extracted from WebTRIS which provides traffic flow and journey time data accessible through the National Highways website), anonymous mobile phone data to understand travel patterns, digital maps, and Department for Transport guidance to mention a few. Using the 2018 baseline data, future forecast scenarios were developed as discussed in the Transport Assessment (TR010064/APP/7.4). The report

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				includes details of model scenarios, modelled future years, local developments and how we predicted the future growth. The future year traffic growth was taken from Department for Transport's National Trip End Model Forecasts and the government's projection of future traffic, the National Road Traffic Projections (2022). Therefore, any increases in traffic due to either local developments or natural background growth will have been accounted in the modelling through the Department for Transport's traffic growth predictions. As per Department for Transport, Transport Analysis Guidance, modelling work has been undertaken to understand how the Scheme is likely to perform using Department for Transport's traffic forecasts. Three future year traffic models were developed which were also used to undertake the economic and environmental assessments. The traffic models were developed for 2029 (Scheme opening year), 2044 (Scheme design year, 15 years after Scheme opening) and 2061 (the final year for which Department for Transport has published traffic growth forecast). The traffic models were developed using the Department for Transport's National Trip End Model, which considers national projections in population, employment, housing, car ownership and trip rates. The National Trip End Model forecasts an increase in traffic rather than a reduction (within Greater Manchester around 9% from 2018-2029, 15% from 2018-2044 and 20% from 2018-2061) and this is likely to contribute to increases in delay/congestion in the vicinity of M60 junction 18. If nothing is done, congestion will increase on routes around M60 junction 18 and the major road network, thus the Scheme is required to resolve the identified traffic related problems. The Applicant has undertaken a detailed assessment of biodiversity as part of the environmental impact assessment for construction and operation of the Scheme as set out in Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1). This provides a full assessment of the effects of the construction and operation of the Scheme on wildlife and the habitats they rely upon. This includes several different types of wildlife including birds, badgers, and other small animals. Appendix 8.6 Breeding Bird Survey Report and Appendix 8.7 Wintering Bird Survey Report of the Environmental Statement Appendices (TR010064/APP/6.3) address breeding birds and wintering birds, respectively. Pond losses would be mitigated through creation of new pond habitat as shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2), providing a net gain of 1.14ha of ponds. Commitment LV8 of the Register of Environmental Actions and Commitment within the First Iteration Environmental Management Plan (TR010064/APP/6.5) secures aquatic and marginal planting of ponds and swales which will improve their biodiversity value. With implementation of mitigation (as outlined in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5), no significant effects are predicted for any biodiversity receptor. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
34	Q4	The new design appears to introduce traffic conflicts in a rather short stretch of motorway for the following reasons: M60(E) traffic wishing to continue (clockwise) onto the M60 has to cross traffic entering at J17 as well as traffic wishing to move from M60(E) to M66(N)	N	The Applicant confirms that the corridor between M60 junction 17 and junction 18 will require traffic movements to access the diverges on the M60 eastbound at M60 junction 18. These conflicts will not be significantly different to the existing conflicts in the current arrangement. A traffic signing and road marking design has been developed to ensure the M60 junction 18 eastbound diverge operates as safely as possible. In 2019 the M60 junction 17 – junction 18 link had a lower collision rate per billion miles than the national motorway average and it is anticipated that this safety record will continue after the Scheme is completed. The year 2019 has been used as a comparison year as it was after the conversion to controlled motorway had been completed and before the impacts of Covid

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		Eastbound traffic entering at J17 and wishing to continue onto the M62 has to cross traffic wishing to exit the M60(E) to the M66/M60(S) It would appear a more sensible idea to create the exit for the loop further along the motorway, realigning the entry slip roads for the M62 (E) instead of forcing a large number of traffic movements into a small amount of space. Moving the loop exist further eastbound would also reduce the length of bridge spans needed.		Pandemic, which resulted in far fewer motorway journeys being taken and therefore was not wholly representative of demand. Further details can be found in the Transport Assessment (TR010064/APP/7.4). Traffic joining M60 eastbound at junction 17 wishing to access the M60 southbound will stay in the new lane 1 without merging with other lanes prior to the junction 18 diverge. Traffic joining the M60 eastbound at junction 17 and wishing to access M66 northbound would need to make one lane change movement. Traffic joining the M60 eastbound at junction 17 wishing to continue eastbound on M62 will still be required to make two lane change movements to access lane 3, which is a similar number of lane changing movements to the existing arrangement, considering that the current merge at junction 17 is a taper merge. Advanced directional signage and road markings will be provided to help motorists identify which lanes they need to be in. Further details can be found on the General Arrangement Plans (TR010064/APP/2.2). The Applicant confirms to re-position the M60 eastbound to M60 southbound diverge east of junction 18, would remove the viaduct structure over junction 18 slip roads and the M66 mainline, however due to limited space it would require the modification of the existing M62 overbridge at junction 18 to accommodate four eastbound lanes and a hard shoulder. Additionally, the diverge would require a skewed structure (i.e., a structure not perpendicular to the road it is abridging, skewed structures require larger spans, more materials and are more expensive) over the realigned M62 eastbound merge and a redesign of the loop. This would be a departure from National Highways' design standards as set out in National Highways' Design Manual for Roads and Bridges standards CD109 (Highway Link Design) and CD122 (Geometric design of grade separated junctions) associated with the horizontal geometry, vertical geometry, visibility, and weaving. Realigning the entry slip for the M62 eastbound would impact the structure at Egypt Lane and the weaving length between junction 18 eastbound merge and Birch services would be considerably reduced. This would also result in a significant increase in the Scheme costs, construction programme, land take and environmental impacts to a point where such the Scheme would be unviable and unaffordable.
37	Q4	I don't want this to happen to ease the traffic all the time.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2, further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds

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				as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
38	Q4	I don't really understand much of the above, but I feel lights need to be on the m66 all the time. It's really dangerous driving on there in the dark due to the glare from the other side.	N	The Applicant confirms hat due to the junction layout and the short distances between junctions on the M60 all sections of the Scheme will either remain lit or will be provided with new lighting in accordance with design standards. However, these will only cover the lighting requirements within the Scheme extents. In relation to the M66, the new southbound diverge, the existing northbound merge and the M66 through junction 18 will be lit.
39	Q4	I agree with most of what's been proposed in the new design	N	The Applicant acknowledges the comments received.
40	Q4	No matter which way you travel through this junction, at peak times you always hit traffic. But as I mainly come from whitefield to Oldham, the new loop would be perfect for us	N	The Applicant acknowledges the comments received.
41	Q4	Surface water is so bad that it's been a cause of many crashes I've seen on the M66. The fact that the m66 between j1 and j2 goes to and from 2-3 lanes causes chaos if one or two of those is shut.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2, further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant confirms that the M66 between junction 1 and junction 2 is not part of the scope of this Scheme, in line with the Road Investment Strategy announcements, which is to deliver improvements to the Simister Island Interchange and improvements between the M62/M60/M66, to reduce congestion and improve capacity.
43	Q4	I live on the estate and have major concerns over pollution levels, noise levels, I work from home and at certain times of the day the motorway gets very busy and noisy which causes issues. The thought of expanding the motorway to more lanes concerns me	N	The Applicant confirms that the Scheme will require five-lanes in both directions between junction 17 and junction 18 of the M60 to increase capacity and reduce congestion. This will be achieved by converting the existing hard shoulder to a running lane and providing additional hard shoulders in both directions. No permanent land take is required outside of current land owned by the Applicant along the junction 17 to junction 18 corridor. Further details can be found on the General Arrangement Plans (TR010064/APP/2.2).

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		as that's more noise and more pollution, let alone the actual building of it and the disruption the work men will bring. I absolutely will not be agreeing to this and I have 2 small children at home to consider.		The Applicant can confirm that the impacts of the Scheme on noise and vibration has been assessed in Chapter 11, Noise and Vibration and the Scheme impacts on Air Quality in Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. This risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working impacting Warwick Avenue during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration

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				Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction.
45	Q4	Keeping hard shoulder between J 17 and J 18	N	The Applicant confirms that the design for the M60 junction 17 to junction 18 includes a hard shoulder. The existing hard shoulder will be converted into a running lane to provide five lanes in each direction, with a new hard shoulder also being provided. Further details can be found on the General Arrangement Plans (TR010064/APP/2.2).
47	Q4	Bottle neck as 4 lane motorway essentially narrows down to 1 lane to join M60. Ridiculous planning	N	The Applicant confirms there are no instances of four lanes narrowing into one lane in this location. The M60 northbound to M60 westbound link will be two lanes on the link and will consist of a double lane gain through the merge onto the M60 westbound, which will increase the existing M60 westbound to five-lanes. The M60 eastbound to M60 southbound link will also be a two lane diverge downstream of Haweswater Underpass, the two lanes will be maintained through the merge onto the M60 southbound. The layout of the links can be viewed in the General Arrangement Plans (TR010064/APP/2.2).
48	Q4	I do not fully understand the decision making behind the positioning of the loop, however I am concerned that the link between the M60 northbound to join the M66 appears to require drivers to take a middle lane.	N	The Applicant confirms that traffic flows from the junction and current traffic model identifies that significant congestion is associated with the M60 eastbound to M60 southbound movement. This will be mitigated through the provision of the M60 eastbound to M60 southbound link via the Northern Loop. The M66 northbound exit is to the right of the M60 southbound exit is required to reduce the overall permanent land take and impact on private

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		This goes against logical thinking which would suggest that if you want to go left (up the M66) you would get yourself in the left lane and I am concerned that a lot of drivers will get themselves in the wrong lane and then be swapping lanes at the last minute.		properties at that location. The provision of another link to the left of the new M60 eastbound to M60 southbound link would significantly increase the footprint of the Scheme and require the acquisition of a number of private properties at the end of Brathay Close and Rothay Close as well as Cowl Gate Farm. As such, when this option was compared to retaining the existing link that takes M60 eastbound traffic directly to the junction 18 signalised junction, the Applicant considered that few benefits would be realised compared with the additional costs and overall value for money. For motorists joining at junction 17, who wish to access the M60 southbound, they will not need to move lanes as they can stay in the left most lane. M60 eastbound traffic, already on the M60 upstream of junction 17, will make two lane change movements to access the M60 southbound and one lane change to access the M66 northbound. A new traffic signing, and road marking design has been developed to ensure the Scheme operates as safely as possible. Advance Direction Signs will be provided along with new road markings, including destination markings in lanes to allow drivers to understand the new junction layout and to choose the correct lane for their required movement. These two methods combined will reduce the likelihood of late lane changes and driver confusion. The Applicant will also work closely with mapping companies and satellite navigation providers to ensure that links, lane suggestions and route guidance is introduced in a timely fashion in line with Scheme opening. The layout can be viewed in the General Arrangement Plans (TR010064/APP/2.2).
49	Q4	The roundabout itself works ok. There are accidents on this roundabout but this is mainly (in my opinion) due to the road markings and people using the wrong lane on the roundabout to get onto the M62 towards Yorkshire.	N	The Applicant confirms that the Scheme will remove a significant volume of traffic currently using the signalised junction at Simister Island. The reduction in congestion allows the layout of the circulatory carriageway to be re-configured with new road markings. As such, the Scheme intends to upgrade the signals and road markings at Simister Island junction. The new M60 eastbound to M60 southbound link, removes traffic making the M60 eastbound to M60 southbound movement from the signalised junction which will increase the overall capacity of the junction. Further details can be found on the General Arrangement Plans (TR010064/APP/2.2).
50	Q4	It's 2023 and you're proposing ecological mitigations on expanding a motorway. How about... you don't expand the motorway. Alternative ideas would be: Building a direct train line between manchester and bury. Buying more tram units for the manchester->bury line Expanding the tram line between manchester and bury Using the £340m proposed on this on doing long overdue railway electrification work Currently it takes 30 minutes to travel to Bury by car from my house, but over an hour by public transport. This figure is the same for my work; so it really doesn't follow for me that the roads are overused. Actually there just aren't other options. I hate driving. Stop making me do it.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that

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				network improvements are required to reduce congestion and delays. The Scheme does not aim to reduce traffic, it seeks to improve these issues and reduce congestion through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
51	Q4	The smart motorway on the M60 was a disaster. Please don't touch the roads anymore. It will take you longer than 4 years and cost triple the original estimate and cause misery to road users for half a decade. Just leave it alone nobody actually wants or needs this disruption.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant plans to submit the development consent application to the Secretary of State for Transport (via the Planning Inspectorate) in early 2024. If the development consent application is accepted for examination, it will be independently examined by an Examining Authority, appointed by the Secretary of State, who following the examination will make their recommendation to the Secretary of State on whether the application should be granted. Subject to successful grant of the application for development consent, construction is due to start at the end of 2025 with a circa three and a half year duration resulting in Scheme completion in early 2029, as outlined in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1). The current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic

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				management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan) will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction. The Outline Traffic Management Plan (TR010064/APP/7.5) details the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes where possible. Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 'Population and human health' standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.
52	Q4	There is no need to cause further disruption to people lives with further works. I have been driving since 2017 and most of my time on the road has constantly consisted of 50 zones and road works. The smart motorway system is the worst designed protocol ever put into action. Multiple occasions it slows the traffic down unnecessary and people completely forget the over taking rules and happily sit in the fast lane doing 40 with a clear road in front of them causing more traffic than it is preventing.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). In order to mitigate the new lane arrangements and junction layouts, a traffic signing, and road marking design has been developed to ensure the Scheme operates as safely as possible. Advance Direction Signs will be provided

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		How about rather than spend millions on another 5-10 years of works and disruption invest money Inyo educating the public and solving the serve epidemic of bad drivers on the roads. If people understand to move over once passing someone the flow of traffic would move and these not even be needed.		along with new road markings, including destination markings in lanes to allow drivers to understand the new junction layout and to choose the correct lane for their required movement. These two methods combined will reduce the likelihood of late lane changes and driver confusion. The Applicant will also work closely with mapping companies and satellite navigation providers to ensure that links, lane suggestions and route guidance is introduced in a timely fashion in line with Scheme opening. The layout can be viewed in the General Arrangement Plans (TR010064/APP/2.2). The Applicant plans to submit the development consent application to the Secretary of State for Transport (via the Planning Inspectorate) in early 2024. If the development consent application is accepted for examination, it will be independently examined by an Examining Authority, appointed by the Secretary of State, who following the examination will make their recommendation to the Secretary of State on whether the application should be granted. Subject to successful grant of the application for development consent, construction is due to start at the end of 2025 with a circa three and a half year duration resulting in Scheme completion in early 2029, as outlined in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1). The current construction programme of approximately three and half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction. The Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2, further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1).
54	Q4	I do believe there needs to be improvements however as I only commute through this area on a regular basic and I do not directly live around the area the land in which the pond will lie is irrelevant to me unfortunately.	N	The Applicant acknowledges the comments received.
58	Q4	I live in the block of flats at Prestfield Court, Whitefield. An extra lane/hard shoulder would bring traffic even closer to our residence. There are many issues with this and I would like this decision not to go ahead.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those

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				options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to Prestfield Court would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. At Prestfield Court specifically, the noise model results indicate reductions in road traffic noise of between 4dB and 5dB on scheme opening as a result of implementing the noise mitigation mentioned above, and this is presented within Chapter 11 Noise and vibration of the ES (TR010064/APP/6.1). Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable. Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme, including at Prestfield Court. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. This risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management

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				Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 12 Population and human health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 'Population and human health' standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.
59	Q4	More drainage or flood prevention measures can only be a good thing to ensure that the roads remain usable in all weathers conditions	N	The Applicant acknowledges the comments received.
66	Q4	The traffic during peak times is a nightmare, the increase in efficiency that the free flow loop, and use of the hard shoulders would provide would be tremendous.	N	The Applicant acknowledges the comments received.
67	Q4	All we need is the motorway widening and camaras in place to stop all the traffic traveling north on the m60 at simister island travelling in the right two lanes towards bury and suddenly coming to a stop to try to force there way into the left two lanes as this happens at least twice whilst I'm passing through. Very dangerous!	N	The Applicant the M60 junction 18 northbound slip road is designed in accordance with National Highways' Design Manual for Roads and Bridges standards and will accommodate the predicted future traffic flows. The Scheme will increase the volume of traffic able to access either junction 18 circulatory or the free flow link to the M60 westbound by widening the existing northbound to westbound free flow link to two lanes. The Scheme's technology design incorporates cameras located at junction 18 and throughout the Scheme extents. Late manoeuvres at the M60 junction 18 northbound diverge, traffic signing, and road marking design has been developed to ensure the Scheme operates as safely as possible. Advance Direction Signs will be provided along with new road markings, including destination markings in lanes to allow drivers to understand the new junction layout and to choose the correct lane for their required movement. These two methods combined will reduce the likelihood of late lane changes and driver confusion. The Applicant will also work closely with mapping companies and satellite navigation providers to ensure that links, lane suggestions and route guidance is introduced in a timely fashion in line with Scheme opening. The layout can be viewed in the General Arrangement Plans (TR010064/APP/2.2).
69	Q4	1. Grade separated Junctions are alway the best way to keep traffic Flowing without Stopping, as Long as the Camber on the Loop Roads is sufficient to avoid Rollovers by giving strong vertical support to HGV with High Centre of Gravity loads. (Lots of these)	N	The Applicant can confirm the superelevation of the loop is in line with National Highways' 'Design Manual for Road and Bridges standards, specifically section 4 (Horizontal Alignment) of CD109 – Highway Link Design. Accordingly, the camber on the loop (also known as superelevation) is 7% and is designed to ensure that HGVs, specifically, can navigate the link safely. The Scheme includes a drainage design which has considered flooding risk, full details of the drainage strategy

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		and 2. Heavy Rainfall on Motorway surfaces causes Tyres to Aquaplane, which inhibits both Steering, Braking and Safety with the possibility of Fatal Results for someone. So the use of Ponds nearby to collect Surface water Run-off is an excellent design feature. and 3. Please bear in Mind that we cannot build our way out of Congestion, because sooner or Later we will have to restrict the Amount of Vehicles on UK Roads to avoid the day that we end up with gridlock.		can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on several drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network once the Scheme is operational. Pond locations have been optimised in terms of land take and through a combination of the hydraulic modelling of the drainage design as well as the location of the existing outfalls (watercourses or existing culverts). It is important that the drainage and water from the highway can reach the ponds and outfalls efficiently, without the need for pumping stations which would require increased permanent land take and add additional capital cost to deliver the Scheme. The Applicant will undertake a risk assessment during detailed design to determine the requirement for fencing to prevent misuse / trespass. The Risk Assessment will include looking at location of the pond relative to Public Rights of Way, housing and general accessibility as well as the design of the pond in terms of bund provision and volume of detained water. The Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020- 2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
70	Q4	I haven't seen any maps of the proposed design, just a confusing video that makes it very difficult to see what you plan. For future reference, the camera	N	The Applicant distributed over 10,000 consultation brochures, response forms, FAQs and postcards providing information about the Scheme to the community on 10 February 2023 to ensure delivery on or before the start of the consultation on 15 February 2023. This included local residents, businesses, and special interest groups. The

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		swinging around from different angles makes it impossible to work out what's planned - just keep the view pointing north. I see nothing in the video about reconnecting Pole Lane to Egypt Lane, so I presume Sunnybank and Simister are to remain disconnected communities. This is disgraceful. It is your motorway that disconnected these communities to begin with, and now you proposed to widen that motorway further, to add more capacity for vehicles, and still you will not build a walking/cycling link. The tunnel beneath the M60 at Parrenthorn Road is disgraceful. It is dark, muddy, flooded, hidden away. It cannot be easily walked, it is inaccessible, it cannot be cycled. And it's dangerous - women will not walk here for fear of being attacked. It cannot be considered a safe link for people to use. We need a bridge across the junction, one that people feel safe to use, a bridge with good sightlines and clear connectivity.		Applicant can confirm that the whole of Simister Village was included within this distribution. In addition, notices were published in The Bury Times on 2 and 9 February and the Jewish Telegraph on 3 and 10 February to publicise the consultation. Further details are available in the Consultation Report (TR010064/APP/5.1). The plans available at the public consultation event were the Scheme map books which were available on the Scheme website and at deposit points (further details of the deposit points locations are available in the Consultation Report (TR010064/APP/5.1). Map Book 1 – General Arrangements and Map Book 2 – Land Use Plans contained more detailed plans of the Scheme and can be found in Annex L of the Consultation Report Annexes (TR010064/APP/5.2). Additionally, the design information has been updated from that presented at statutory consultation and can be found in the General Arrangement Plans (TR010064/APP/2.2) and Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). It is not within the scope of the Scheme to upgrade any of the public rights of way or permissive footpaths which are not directly impacted by the Scheme.
71	Q4	The whole scheme is outdated thinking that will induce traffic demand, leading to more pollution and poorer public health. We've known for decades that we can't build our way out of traffic growth yet this proposal is tone deaf tp all the evidence. The proposed plans will further sever communities and disadvantage no -drivers. The diversion of the public right of way in particular is detrimental to safe, active travel options and goes against government transport strategy	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines"*. A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020- 2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). Analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues

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				through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Transport Assessment (TR010064/APP/7.4) sets out how we developed our traffic models to reflect the baseline traffic conditions as they were in 2018 and then how the 2018 model was used to forecast future conditions. The 2018 baseline traffic model was developed using various different data sources which includes traffic data (some of which was extracted from WebTRIS which provides traffic flow and journey time data accessible through the National Highways website), anonymous mobile phone data to understand travel patterns, digital maps, and Department for Transport guidance to mention a few. Using the 2018 baseline data, future forecast scenarios were developed as discussed in the Transport Assessment (TR010064/APP/7.4). The report includes details of model scenarios, modelled future years, local developments and how we predicted the future growth. The future year traffic growth was taken from Department for Transport's National Trip End Model Forecasts and the government's projection of future traffic, the National Road Traffic Projections (2022). Therefore, any increases in traffic due to either local developments or natural background growth will have been accounted in the modelling through the Department for Transport's traffic growth predictions. As per Department for Transport, Transport Analysis Guidance, modelling work has been undertaken to understand how the Scheme is likely to perform using Department for Transport's traffic forecasts. Three future year traffic models were developed which were also used to undertake the economic and environmental assessments. The traffic models were developed for 2029 (Scheme opening year), 2044 (Scheme design year, 15 years after Scheme opening) and 2061 (the final year for which Department for Transport has published traffic growth forecast). The traffic models were developed using the Department for Transport's National Trip End Model, which considers national projections in population, employment, housing, car ownership and trip rates. The National Trip End Model forecasts an increase in traffic rather than a reduction (within Greater Manchester around 9% from 2018-2029, 15% from 2018-2044 and 20% from 2018-2061) and this is likely to contribute to increases in delay/congestion in the vicinity of M60 junction 18. If nothing is done, congestion will increase on routes around M60 junction 18 and the major road network, thus the Scheme is required to resolve the identified traffic related problems. The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design

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				Manual for Roads and Bridges LA112 'Population and human health' standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally. A detailed assessment of noise and air pollution has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. This risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities.

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				However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
74	Q4	This is yet another poorly thought out, and very expensive I might add, scheme in favour of motorists, many of whom are not from Manchester and Greater Manchester. I'd feel more confident supporting this scheme IF it had improved cycle and pedestrian access across the M60 such that it does not continue to provide a barrier to cycle and pedestrian commuters and leisure travellers. I'd prefer the money be spent on improving Metrolink and Beeline routes frankly	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines"*. A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020- 2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
76	Q4	I travel M60 Northbound every day onto M66 Northbound and encounter traffic at Simister for Southbound which causes queues. Also a major issue is how unsafe the M66 can become during heavy rainfall due to water flow creating a stream across the motorway, I therefore heavily support improvement within this area.	N	The Applicant confirms the Scheme will remove a significant volume of traffic currently using the signalised junction at Simister Island. As a result of the circulatory carriageway being re-configured this will result in a reduction in congestion. In addition, the Scheme will upgrade the signals and road markings at the signalised junction. The new M60 eastbound to M60 southbound link, which removes traffic from needing to use the signalised junction, will allow for greater optimisation of signal timings for the remaining movements. Further details can be found on the General Arrangement Plans (TR010064/APP/2.2). The Scheme includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG 501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase

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				the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during operation of the Scheme. Pond locations have been optimised in terms of land take and through a combination of the hydraulic modelling of the drainage design as well as the location of the existing outfalls (watercourses or existing culverts). It is important that the drainage and water from the highway can reach the ponds and outfalls efficiently, without the need for pumping stations which would require increased permanent land take and also add additional capital cost to deliver the Scheme. The Applicant will undertake a risk assessment during detailed design to determine the requirement for fencing to prevent misuse / trespass. The Risk Assessment will include looking at location of the pond relative to Public Rights of Way, housing, and general accessibility as well as the design of the pond in terms of bund provision and volume of detained water.
79	Q4	I dispute the reasons for the project. We cannot and should not be planning for increased capacity on our road network - we need to reduce capacity for driving and shift people to more sustainable forms of transport such as buses and trains. The project will lock people into car dependency for years and is an unnecessary way of using limited resources we have left to play with. Could more creative ways of increasing capacity on the road network be used here? Dedicated bus or coach lanes could move more people through the junction, for example.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives. The Applicant is not intending to provide designated bus or coach lanes on the motorway network, as part of the Scheme, as all lanes will need to be accessible for traffic to safely join and leave at junctions along with increasing capacity for all vehicles along this stretch to reduce congestion.
81	Q4	M66 slip road passing over the Northern Loop instead of under will increase noise pollution and increases visual impact	N	The Applicant confirms that the design of the Northern Loop and M66 southbound diverge slip and link road has been optimised to prioritise road safety and material efficiency during construction. A detailed assessment of noise and vibration has been carried out as part of the Environmental Statement

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				(TR010064/APP/6.1) for construction and operation of the Scheme and is reported in Chapter 11 Noise and Vibration of the Environmental Statement. Noise pollution as a result of this change to the vertical geometry is negligible, as the alternative will be for traffic to use the Northern Loop passing over the top of the M66 southbound link which would still have traffic on embankment at the same height, irrespective of which link passes over the other. There will be more traffic using the Northern Loop than the M66 southbound diverge and link so having the loop lower down will be more beneficial in terms of noise. Furthermore, there are a low number of receptors near the loop who will be affected by noise. As set out in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1), there will be a localised increase in noise close to the Northern Loop, although it is not predicted to cause adverse impacts on surrounding noise sensitive receptors when assessment of the whole Scheme is taken into consideration. A Landscape and Visual Impact Assessment has been undertaken and is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment has looked at the impacts of the Northern Loop during the construction and operational phases. The environmental design shown on Figure 2.3 the Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and also to provide landscape integration of the Northern Loop. The assessment has concluded that there will be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has aimed to maximise opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18 as a result of the Scheme. A series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044) to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the Environmental Statement Appendices (TR010064/APP/6.3).
83	Q4	I live on the trees estate and we have faced major disruption lately due to having gas pipes replaced. There is one route into the estate and it would be frustrating heavy duty traffic on the estate. I walk my dog on the land where you intend on building the pond and I'm worried about her safety with these vehicles accessing. Also machinery has operated on this land before and made an absolute mess of the walking paths during winter periods near the golf course. I do agree that the land is essentially useless and not looked after. I'd just rather it be used for something else as this would cause severe distribution fir an elongated period of time. Noise pollution from the traffic would be frustrating too. In terms of the proposal, I don't think the traffic is that bad to be honest, waste of public money.	Y	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).

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84	Q4	I think the slip road should pass over the loop as this will likely result in less flyover sections of road which are not visually appealing and crest eyesores at the entrance to Manchester for a lot of road users. PRoWS near ponds improve the amenity benefits of SuDS ponds and opportunities for PRoW users to see the ponds - this is only valid if the ponds are properly landscaped and not just engineering ponds. Hard shoulders are important for the safety of the motorway	N	A detailed assessment of noise and vibration has been carried out as part of the Environmental Statement for construction and operation of the project and is reported in Chapter 11 Noise and vibration of the Environmental Statement (TR010064/APP/6.1). Noise pollution as a result of this change to the vertical geometry is negligible, as the alternative will be for traffic to use the Northern Loop passing over the top of the M66 southbound link which would still have traffic on embankment at the same height, irrespective of which link passes over the other. There will be more traffic using the Northern Loop than the M66 southbound diverge and link so having the loop lower down will be more beneficial in terms of noise. Furthermore, there are a low number of receptors near the loop who will be affected by noise. As set out in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1), there will be a localised increase in noise close to the Northern Loop, although it is not predicted to cause adverse impacts on surrounding noise sensitive receptors when assessment of the whole Scheme is taken into consideration. A Landscape and Visual Impact Assessment has been undertaken and is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment has looked at the impacts of the Northern Loop during the construction and operational phases. The environmental design shown on Figure 2.3 the Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and also to provide landscape integration of the Northern Loop. The assessment has concluded that there will be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has aimed to maximise opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18 as a result of the Scheme. A series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044) to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the Environmental Statement Appendices (TR010064/APP/6.3). The environmental design shown in Figure 2.3, [the Environmental Masterplan] of the Environmental Statement Figures (TR010064/APP/6.2) shows the landscape design of the ponds which will aid landscape integration, provide new ecological habitat, and improve visual amenity through planting of native trees and shrubs, wet woodland around the ponds and marginal planting along pond edges. Additionally, fencing will be provided around ponds where they are close to Public Right of Way to prevent misuse or trespass. Pond 6 has been removed from the Scheme design as a result to a change in drainage strategy on the M60 between junction 17 and junction 18, following Statutory Consultation held between 15 February 2023 and 28 March 2023. The landscape design, including land around the attenuation ponds and along footpaths will be maintained for a 30 years management and maintenance. The location of planted areas avoids encroachment of establishing plants where footpaths cross the Applicant's land. Further details on the design change are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1). The Applicant confirms that the design for the M60 junction 17 to junction 18 includes a hard shoulder. The existing hard shoulder will be converted into a running lane to provide five lanes in each direction, with a new hard shoulder also being provided. Further details can be found on the General Arrangement Plans (TR010064/APP/2.2).
85	Q4	The M60 is renowned for flooding in areas during	N	The Applicant confirms the Scheme includes a drainage design which has taken into account flooding risk, full

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		wet weather. I strongly agree to all the drainage ponds to help reduce the risk of flooding and therefore making the carriageway safer.		details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG 501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding the network during the operation of the Scheme. Pond locations have been optimised in terms of land take and through a combination of the hydraulic modelling of the drainage design as well as the location of the existing outfalls (watercourses or existing culverts). It is important that the drainage and water from the highway can reach the ponds and outfalls efficiently, without the need for pumping stations which would require increased permanent land take and also add additional capital cost to deliver the Scheme. The Applicant will undertake a risk assessment during detailed design to determine the requirement for fencing to prevent misuse / trespass. The Risk Assessment will include looking at location of the pond relative to Public Rights of Way, housing, and general accessibility as well as the design of the pond in terms of bund provision and volume of detained water.
87	Q4	We will be affected by extreme traffic on to our estate, causing noise pollution, air pollution and our ability to enter and leave the estate. Would it be possible to access pond 6 via the motorway.	Y	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
88	Q4	I live next to North Side of the m60 between j17-j18 in-between Sandgate Road and the haweswater tunnel and all the land around this area is saturated with water most of the year We don't believe there is any working drainage on this part of the motorway,hence the saturated area	N	The Applicant confirms the Scheme includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG 501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events This will minimise flooding on the network during operation of the Scheme. Pond locations have been optimised in terms of land take and through a combination of the hydraulic modelling of the drainage design as well as the location of the existing outfalls (watercourses or existing culverts). It is important that the drainage and water from the highway can reach the ponds and outfalls efficiently, without the need for pumping stations which would require increased permanent land take and also add additional capital cost to deliver the Scheme. The Applicant will undertake a risk assessment during detailed design to determine the requirement for fencing to prevent misuse / trespass. The Risk Assessment will include looking at location of the pond relative to Public Rights of Way, housing, and general accessibility as well as the design of the pond in terms of bund

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				provision and volume of detained water.
89	Q4	The areas of ponds 1, 4 and 5 are all on good agricultural land that is at present growing food (crops to feed animals). I fully understand the logic of habitat and drainage but i strongly object to any development that takes away good farming land. By doing so you are effectively taking away a persons living!! Would you consider demolishing a factory and so putting people out of work? Its the same thing, taking a persons living away! Perhaps it would be worth considering a more proactive approach to increasing biodiversity and use of good land. Poorer quality land should be considered.	Y	The Applicant confirms that pond locations have been optimised in terms of land take and through a combination of the hydraulic modelling of the drainage design as well as the location of the existing outfalls (watercourses or existing culverts). It is important that the drainage and water from the highway can reach the ponds and outfalls efficiently, without the need for pumping stations which would require increased permanent land take and also add additional capital cost to deliver the Scheme. The Applicant will undertake a risk assessment during detailed design to determine the requirement for fencing to prevent misuse / trespass. The Risk Assessment will include looking at location of the pond relative to Public Rights of Way, housing and general accessibility as well as the design of the pond in terms of bund provision and volume of detained water. An agricultural land classification survey was carried out by the Applicant and full details can be found in Appendix 9.2 Agricultural Land Classification Report of the Environmental Statement Appendices (TR010064/APP/6.3). The results indicate that the land parcels in which Ponds 1, 4 and 5 are located are graded 3b/4 meaning, they are of moderate to poor quality agricultural land value that support a narrow range of crops and/or grass or are situated on land with limitations that restrict the range of crops and/or yield levels. As shown on the General Arrangement Plans (TR010064/APP/2.2) and Land Plans (TR010064/APP/2.3) the location of Pond 2 will enable continued farming by the landowner. However, Ponds 1 and 5 are on land to be permanently acquired by the Scheme. Land to the south of Pond 4 will only be used temporarily and will be handed back to the landowner.
91	Q4	I have disagreed with pedestrian diversions because the consultation document gives no clear information on what this would look like. It fails to explain whether all of the same routes for pedestrians, equestrians and cyclists will reopen permanently following the work - only that "connectivity would be restored". As an absolute minimum, you should guarantee that following completion the Scheme, pedestrians equestrians and cyclists will be able to use all of the same routes they are entitled to use now. I also disagree strongly with proposals to add lanes or capacity to the motorways. This will only serve to increase long term demand and emissions.	N	The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for

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				the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'.
92	Q4	Parents house overlooks land where proposal of Pond 7 is. Such a lovely landscape scenery out of their back window- we're wondering how much of this scenery will be affected with all these proposals. They've lived there for over 35yrs and this is extremely upsetting.	N	The Applicant confirms the environmental design shown in Figure 2.3, Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the landscape design of the ponds which will aid landscape integration, provide new ecological habitat, and improve visual amenity through planting of native trees and shrubs, wet woodland around the ponds and marginal planting along pond edges. Additionally, fencing will be provided around ponds where they are close to Public Right of Way to prevent misuse or trespass. The landscape design, including land around the attenuation ponds and along footpaths would be maintained and managed for 30 years, by the Applicant. The location of planted areas avoids encroachment of establishing plants where footpaths cross the Applicant land. A series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044) to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the Environmental Statement Appendices (TR010064/APP/6.3). The Applicant has undertaken an Arboricultural Impact Assessment which is included in Appendix 7.5: Arboricultural Impact Assessment of the Environmental Statement Appendices (TR010064/APP/6.3). The Arboricultural Impact Assessment covers trees and woodland that could be affected by the Scheme and Figure 7.5.1 Tree Constraints Plan and Figure 7.5.2: Tree Removal Plan, Annex A of Appendix 7.5 of the Environmental Statement Appendices (TR010064/APP/6.3) show the locations of trees within the Order Limits, and those currently at risk of removal. The Arboricultural Impact Assessment also includes recommendations for tree protection measures during the construction phase, and also for the development of an Arboricultural Method Statement to detail how they will protect existing trees within temporary working areas.
93	Q4	There is no reason to be spending any money on simister island when all of the existing motorways surrounding Greater Manchester (such as the M66) are absolutely dreadful and constantly flooded.	N	The Applicant originally announced the Scheme in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the

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				Case for the Scheme (TR010064/APP/7.1). Improvements to other areas of the M60 and M66, such as those mentioned, are not within the scope of the Scheme. The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Scheme includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG 501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during operation of the Scheme. Pond locations have been optimised in terms of land take and through a combination of the hydraulic modelling of the drainage design as well as the location of the existing outfalls (watercourses or existing culverts). It is important that the drainage and water from the highway can reach the ponds and outfalls efficiently, without the need for pumping stations which would require increased permanent land take and also add additional capital cost to deliver the Scheme. The Applicant will undertake a risk assessment during detailed design to determine the requirement for fencing to prevent misuse / trespass. The Risk Assessment will include looking at location of the pond relative to Public Rights of Way, housing, and general accessibility as well as the design of the pond in terms of bund provision and volume of detained water.
94	Q4	It will all be a good part of the plan to ease the current mess at this junction. It's a terrible junction now and this will ease our misery!	N	The Applicant acknowledges the comments received.
95	Q4	Eastbound. The issues with traffic back log at Simister Island are nothing to do with the island itself, the backlog occurs due to crawling HGVs exiting the Irwell valley in close formation, across three of the four available lanes, nothing will improve this as it is a matter of physics. Other users then try,	N	The Applicant confirms that the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The

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		with difficulty, to cross the lanes occupied by the HGVs, therefore slowing the traffic. The proposed changes to Simister Island will make little or no change to this situation. Westbound. Backlogs westbound are due to the interchanges at the other side of the Irwell valley, M61, A580, J13 Worsley and the M621, M62 Exit. Improving these areas would be more beneficial.		Scheme was committed to as part of Road Investment Strategy 2 2020 -2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
98	Q4	As a resident of simister village I am completely opposed to any changes to the road network that affect our village	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Around Simister there is generally a reduction in air pollution concentrations (i.e. an improvement in air quality) with the Scheme in place. This reduction is due to traffic using the Northern Loop slip road (i.e. some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise

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				and Vibration of the Environmental Statement in the area of Simister Village changes in road traffic noise are predicted to be within the range of a 1dB decrease to a 1dB increase. This level of change is unlikely to be noticed by residents here.
100	Q4	I often find the junction, particularly at peak periods but also throughout the day, dangerous to drive on if you are wishing to leave the m60 clockwise to head towards m66 or m60. The first is particularly bad at time as you are moving from moving to stationary traffic. A permanent link would help ease congestion on the roundabout. Finally, it would ease the flow of traffic anti clockwise to lengthen the slip road	N	The Applicant confirms the Scheme will remove a significant volume of traffic currently using the signalised junction at Simister Island. As a result of the circulatory carriageway being re-configured this will result in a reduction in congestion. In addition, the Scheme will upgrade the signals and road markings at the signalised junction. The new M60 eastbound to M60 southbound link, which removes traffic from needing to use the signalised junction, will and allow for greater optimisation of signal timings for the remaining movements. Further details can be found on the General Arrangement Plans (TR010064/APP/2.2). The Applicant confirms that the improved M60 northbound to M60 westbound link will provide a free flow link that resolves the existing issues by increasing the capacity at this location. The existing M60 northbound to M60 westbound free-flow link is presently one lane. The Scheme will provide two lanes with a new hard shoulder. The modified M60 northbound to M60 westbound free-flow link will flow into the improved M60 junction 17 to M60 junction 18 five-lane controlled motorway, as well as the free flow link merging onto the mainline through a new double lane gain (i.e., two new lanes created) which will reduce queuing and allow the junction to operate efficiently. Further details can be found on the General Arrangement Plans (TR00064/APP/2.2). The Applicant considered the addition of separate links during the option selection process, however, as explained at the options consultation held between June and August 2020 (refer to Annex A of the Consultation Report Annexes (TR010064/APP/5.2)), the Applicant discounted these, as it would have required additional permanent land-take and increased costs associated with their construction but would not have increased the benefits being delivered by the Scheme. Through the early design development, it was identified that the current link could be upgraded to two lanes. Additionally, a new free flow link would significantly impact the existing short weaving length between the M60 junction 18 and junction 17 as the merge from M60 junction 18 would be closer to M60 junction 17 than in the current Scheme design. This would only have exacerbated the existing operational safety concerns.
102	Q4	M60 doesn't flow well due to all the traffic lights, the proposed addition would help improve traffic flow	N	The Applicant acknowledges the comments received.
104	Q4	Road improvements urgently needed Proposal provides sensible mitigation to allow this to happen whilst maintaining existing amenities	N	The Applicant acknowledges the comments received.
107	Q4	Please improve ped cycle connections across all 4 Arms of the motorway. So much potential here given the awful state of the tunnel due to poor national highways drainage. Also won't an extra lane to the A56 cause more traffic into Manc City Centre via Prestwich? Can modelling be shared?	N	The Applicant originally announced the Scheme as part of the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). Providing additional pedestrian and cycle connections across the motorway network is not part of the scope of the Scheme. The Scheme design includes a drainage design which has taken into account flooding risk, full details of the

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				drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. The Transport Assessment (TR010064/APP/7.4) sets out how we developed our traffic models to reflect the baseline traffic conditions as they were in 2018 and then how the 2018 model was used to forecast future conditions. The 2018 baseline traffic model was developed using various different data sources which includes traffic data (some of which was extracted from WebTRIS which provides traffic flow and journey time data accessible through the National Highways website), anonymous mobile phone data to understand travel patterns, digital maps, and Department for Transport guidance to mention a few. Using the 2018 baseline data, future forecast scenarios were developed as discussed in the Transport Assessment (TR010064/APP/7.4). The report includes details of model scenarios, modelled future years, local developments and how we predicted the future growth. The future year traffic growth was taken from Department for Transport's National Trip End Model Forecasts and the government's projection of future traffic, the National Road Traffic Projections (2022). Therefore, any increases in traffic due to either local developments or natural background growth will have been accounted in the modelling through the Department for Transport's traffic growth predictions. As per Department for Transport, Transport Analysis Guidance, modelling work has been undertaken to understand how the Scheme is likely to perform using Department for Transport's traffic forecasts. Three future year traffic models were developed which were also used to undertake the economic and environmental assessments. The traffic models were developed for 2029 (Scheme opening year), 2044 (Scheme design year, 15 years after Scheme opening) and 2061 (the final year for which Department for Transport has published traffic growth forecast). The traffic models were developed using the Department for Transport's National Trip End Model, which considers national projections in population, employment, housing, car ownership and trip rates. The National Trip End Model forecasts an increase in traffic rather than a reduction (within Greater Manchester around 9% from 2018-2029, 15% from 2018-2044 and 20% from 2018-2061) and this is likely to contribute to increases in delay/congestion in the vicinity of M60 junction 18. If nothing is done, congestion will increase on routes around M60 junction 18 and the major road network, thus the Scheme is required to resolve the identified traffic related problems.
108	Q4	There needs to be a walking/cycling bridge across this junction to reconnect Sunnybank & Unsworth to Simister & Middleton. (Mode Hill Lane to Egypt Lane). The motorways here create a barrier and severance to walking, wheeling and cycling . The project is an opportunity for National Highways (Highways England) to reconnect communities and allow people to choose active travel. The brochure fails to address walking, wheeling and cycling and review how access for these modes can be improved. As is stated here by National Highways" Our roads link with railway stations, ports, and	N	The Applicant originally announced the Scheme as part of the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). In line with the Road Investment Strategy announcements providing additional pedestrian and cycle connections across the motorway network is not part of the scope of the Scheme.

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		airports to give people a choice of travel and to support interconnectivity." Please don't overlook the linear severance caused by major roads and motorways to people and wildlife.		The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). The Applicant has undertaken a detailed assessment of biodiversity as part of the environmental impact assessment for construction and operation of the Scheme as set out in Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1). This provides a full assessment of the effects of the construction and operation of the Scheme on wildlife and the habitats they rely upon. This includes several different types of wildlife including birds, badgers, and other small animals. Appendix 8.6 Breeding Bird Survey Report and Appendix 8.7 Wintering Bird Survey Report of the Environmental Statement Appendices (TR010064/APP/6.3) address breeding birds and wintering birds, respectively. With implementation of mitigation (as outlined within Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5), no significant effects are predicted for any biodiversity receptor. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
110	Q4	Public right of way for walking and cycling needs to be maintained (or preferably improved). More bridges need to be added for non-motorised traffic as this is a huge blocker and divider for local communities. I disagree with adding lanes, as adding capacity will induce demand, which is the wrong message to send in a climate emergency. A hard shoulder should be maintained throughout.	N	The Applicant originally announced the Scheme as part of the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways *to "develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). Providing additional pedestrian and cycle connections across the motorway network is not part of the scope of the Scheme. The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting

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				Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. To reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced and can be found at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan focuses on how the Scheme will reduce carbon emissions during the construction of the Scheme through measures such as potentially using electric (or alternative lower-carbon fuel) construction equipment instead of conventional diesel-powered construction plant and/or the use of low carbon materials. The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). There is little the Scheme can do to influence road user greenhouse gas emissions, therefore 'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these

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				emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050. The Applicant confirms that the design for the M60 junction 17 to junction 18 maintains the existing Controlled Motorway operating regime, while providing an additional lane. A Controlled Motorway is a motorway that uses variable mandatory speed limits to increase capacity and smooth the flow of traffic while retaining a hard shoulder.
111	Q4	I think its a good scheme but the exit from m62 eastbound onto the m66 north currently looks to be in the wrong position. Why is this not the most left hand lane from the m62? The majority of traffic coming from the m62 eastbound comes off to the island to continue on clockwise on the m60. The lesser Traffic can filter to the left hand most lane to go to the m66 north. I do this every workday morning, coming on at J17 (m60). In the proposal the m66 south 'flyover' is shown on the left hand most lane. This means people travelling eastbound and onward m66 north must now cross the busier stream of traffic and vice versa which will surely be more dangerous and cause tailbacks, more pollution and noise especially at busy periods.	N	The Applicant confirms that traffic flows from the junction and current traffic model identifies that significant congestion is associated with the M60 eastbound to M60 southbound movement. This will be mitigated through the provision of the M60 eastbound to M60 southbound link via the ""Loop"". The M66 northbound exit is to the right of the M60 southbound exit is required to reduce the overall permanent land take and impact on private properties at that location. The provision of another link to the left of the new M60 eastbound to M60 southbound link would significantly increase the footprint of the Scheme and require the acquisition of a number of private properties at the end of Brathay Close and Rothay Close as well as Cowl Gate Farm. As such, when this option was compared to retaining the existing link that takes M60 eastbound traffic directly to the junction 18 signalised junction, the Applicant considered that few benefits would be realised compared with the additional costs and overall value for money. For motorists joining at junction 17, who wish to access the M60 southbound, they will not need to move lanes as they can stay in the left most lane. M60 eastbound traffic, already on the M60 upstream of junction 17, will make two lane change movements to access the M60 southbound and one lane change to access the M66 northbound. A new traffic signing, and road marking design has been developed to ensure the Scheme operates as safely as possible. Advance Direction Signs will be provided along with new road markings, including destination markings in lanes to allow drivers to understand the new junction layout and to choose the correct lane for their required movement. These two methods combined will reduce the likelihood of late lane changes and driver confusion. The Applicant will also work closely with mapping companies and satellite navigation providers to ensure that links, lane suggestions and route guidance is introduced in a timely fashion in line with Scheme opening. The layout can be viewed in the General Arrangement Plans (TR010064/APP/2.2). The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. Construction of the Scheme will be undertaken in accordance with the First Iteration Environmental Management Plan (TR010064/APP/6.5) which details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).

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				Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. This risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include things like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. To reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced and can be found at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan focuses on how the Scheme will reduce carbon emissions during the construction of the Scheme through measures such as potentially using electric (or alternative lower-carbon fuel) construction equipment instead of conventional diesel-powered construction plant and/or the

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				use of low carbon materials. The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). There is little the Scheme can do to influence road user greenhouse gas emissions, therefore 'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050.
112	Q4	I agree with the above because it sounds better and gives drivers more lanes. Due to the additional work on the M66, I do think it's very important as per health and safety, that new lights should be installed on the M66. At present, there is no lighting, which, on evenings, it's very dangerous. Even more so, with the new scheme, therefore, my only concern, is new street lighting needs to be installed. There has been so many car accidents on this stretch some fatal.	N	The Applicant identified, that due to the junction layout and the short distances between junctions on the M60 all sections of the Scheme will either remain lit or will be provided with new lighting in accordance with National Highways' Design Manual for Roads and Bridges. However, these will only cover the lighting requirements within the Scheme extents. In relation to the M66, the new southbound diverge, the existing northbound merge and the M66 through junction 18 will be lit. The unlit section of the M66 to the north of junction 18 is beyond the scope of the Scheme and so additional lighting will not be provided on this section. A brief assessment of the visual effects from street lighting and from car headlights are addressed as part of the visual impact assessment in Chapter 7 Landscape and visual of the Environmental Statement (TR010064/APP/6.1).
113	Q4	Surface water is a big issue round her and ponds seem a sensible solution, as long as Road pollution doesn't reduce their quality.	N	The Applicant's design includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. The Applicant has undertaken an assessment of water quality impacts which is presented in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1) and is supported by Appendix 13.2: Water Quality Assessment of the Environmental Statement Appendices (TR010064/APP/6.3). This specifically looks at the issues arising from routine runoff from the road surface during operation of the Scheme. The assessment of potential impacts utilises the Highways England (now National Highways) Water Risk

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				Assessment Tool, as detailed National Highways' Design Manual for Roads and Bridges LA 113 - 'Road drainage and the water environment.' The assessment shows that all discharges from the Scheme are below the Environmental Quality Standards thresholds for copper and zinc concentrations.
114	Q4	Interested to see the justification for this scheme from the perspective of Induced Demand. After a few short years this work is likely to be redundant as more cars will clog up the road, and so I wonder if the scheme is value for taxpayer's money considering this. In the context of this and a climate emergency, I feel the funding would be much better allocated to improving public transport in the region, instead of yet another pointless road which will not help alleviate traffic congestion. Funding to improve public transport would alleviate pressure on the roads for those that need to drive. Cars take up too much room to transport too few people and so simply expanding roads endlessly will never work - but guessing you already know this. I notice that your equivalent in Wales has announced no new road building projects for the reasons I mentioned above. Given that the Welsh government have seen sense and taken a progressive view to ban all new road projects as they are a waste of money and resource, I cannot see how I could support this scheme. I hope your children and grandchildren forgive you for the contribution you've made to making their/our planet unliveable in future.	N	The Applicant's Transport Assessment (TR010064/APP/7.4) sets out how we developed our traffic models to reflect the baseline traffic conditions as they were in 2018 and then how the 2018 model was used to forecast future conditions. The 2018 baseline traffic model was developed using various different data sources which includes traffic data (some of which was extracted from WebTRIS which provides traffic flow and journey time data accessible through the National Highways website), anonymous mobile phone data to understand travel patterns, digital maps, and Department for Transport guidance to mention a few. Using the 2018 baseline data, future forecast scenarios were developed as discussed in the Transport Assessment (TR010064/APP/7.4). The report includes details of model scenarios, modelled future years, local developments and how we predicted the future growth. The future year traffic growth was taken from Department for Transport's National Trip End Model Forecasts and the government's projection of future traffic, the National Road Traffic Projections (2022). Therefore, any increases in traffic due to either local developments or natural background growth will have been accounted in the modelling through the Department for Transport's traffic growth predictions. As per Department for Transport, Transport Analysis Guidance, modelling work has been undertaken to understand how the Scheme is likely to perform using Department for Transport's traffic forecasts. Three future year traffic models were developed which were also used to undertake the economic and environmental assessments. The traffic models were developed for 2029 (Scheme opening year), 2044 (Scheme design year, 15 years after Scheme opening) and 2061 (the final year for which Department for Transport has published traffic growth forecast). The traffic models were developed using the Department for Transport's National Trip End Model, which considers national projections in population, employment, housing, car ownership and trip rates. The National Trip End Model forecasts an increase in traffic rather than a reduction (within Greater Manchester around 9% from 2018-2029, 15% from 2018-2044 and 20% from 2018-2061) and this is likely to contribute to increases in delay/congestion in the vicinity of M60 junction 18. If nothing is done, congestion will increase on routes around M60 junction 18 and the major road network, thus the Scheme is required to resolve the identified traffic related problems. The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives. The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions

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				because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. To reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced and can be found at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan focuses on how the Scheme will reduce carbon emissions during the construction of the Scheme through measures such as potentially using electric (or alternative lower-carbon fuel) construction equipment instead of conventional diesel-powered construction plant and/or the use of low carbon materials. The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). There is little the Scheme can do to influence road user greenhouse gas emissions, therefore 'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050.
115	Q4	Junction desperately needs capacity increase C/W without compromising safety and preventing unsafe weaving from J17 to J18	N	The Applicant acknowledges the comments raised around safety. As set out in the Transport Assessment (TR010064/APP/7.4) the corridor between M60 junction 17 and junction 18 would require traffic movements to access the diverges on the M60 eastbound at M60 junction 18. These conflicts will not be significantly different to the existing conflicts in the current arrangement. Traffic joining M60 eastbound at junction 17 wishing to access the M60 southbound would stay in the new lane 1 without merging with other lanes prior to the junction 18 diverge. Traffic joining the M60 eastbound at junction 17 and wishing to access M66 northbound would need to make one lane change movement. Traffic joining the M60 eastbound at junction 17 wishing to continue eastbound on M62 would still be required to make two lane change movements to access lane 3, which is a similar number of lane changing movements to the existing arrangement, considering that the current merge at junction 17 is a taper merge. Additionally, there will be increased opportunity for vehicles to manoeuvre due to the additional capacity achieved through adding a fifth lane. The Scheme will remove a significant volume of traffic currently using the signalised junction at Simister Island. The reduction in congestion allows the layout of the circulatory carriageway to re-configured and optimised with new road markings and signal timings. The traffic signing, signals and road marking design has been developed to ensure the Scheme operates as safely as possible. Advance Direction Signs will be provided along with new road markings, including destination markings in lanes to allow drivers to understand the new junction layout and to choose the correct lane for their required movement. These two methods combined will reduce the likelihood of late lane changes and driver confusion. The Applicant will also work closely with mapping companies and satellite navigation providers to ensure that links, lane suggestions and route guidance is introduced in a timely fashion in line with Scheme opening. The layout can be viewed in the General

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				Arrangement Plans (TR010064/APP/2.2).
116	Q4	Don't really care about the aesthetics, rights of way or environmental issues. I'm just sick of the amount of time I waster travelling through this god awful bottleneck. Not at all interest in environmental nonsense or public rights of way. I just need to get through this god awful stretch of road faster.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme does not aim to reduce traffic, it seeks to improve these issues and reduce congestion through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
117	Q4	I feel that I would like more information on the environmental impact to these changes on the surrounding area. 1.Where will the monitoring devices be situated ? 2. What type of device will be used? 3. What gases are to be monitored ? 4. What is maximum permitted level for each? 5. What particulates are to be monitored ? 6. What is maximum for each particulate ? 7. How frequent will measurements be taken ? 8. Where will noise levels be measured 9.What equipment to be used? 10. What is maximum level ? What measures are to be put in place to counteract increase in levels 11. How will the ecological impact be measured,? 12. How will vibrational impact on properties be measured?	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and vibration of the Environmental Statement (TR010064/APP/6.1). Details of the outcome of the assessment are also set out below. Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. This risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include things like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 5 Air quality of the Environmental Statement (TR010064/APP/6.1), and Appendix 5.1 Air Quality Methodology of the Environmental Statement Appendices (TR010064/APP/6.3) provides details of the methodology used to assess air quality impacts as a result of the Scheme. The methodology followed is in accordance with National Highways' Design Manual for Roads and Bridges guidance. Broadly speaking, traffic modelling of the Scheme in the opening year (2029) is used to model air pollution both with and without the Scheme. As monitoring cannot be undertaken for future years, modelling is used. The resulting predicted concentrations are then compared with the UK air quality objectives and limit values for air quality for nitrogen dioxide (NO2), particulate matter (PM10 and PM2.5), which are also discussed and presented in Chapter 5. In addition, a past year is also modelled (in this case 2018) using the same methodology and the results compared to

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				monitored air pollution data for the same year (2018) to confirm that the methodology provides robust predictions. Details of monitoring of nitrogen dioxide are provided in Appendix 5.1 Air Quality Methodology of the Environmental Statement Appendices. The Air Quality Objectives and Limit Values used to assess against for particulate matter, as an annual mean, are 40µg/m3 for PM10 and 20µg/m3 for PM2.5, neither of these levels are exceeded in the construction year or operational year assessments. As discussed in Chapter 5, Air Quality of the Environmental Statement overall, for human health for annual mean nitrogen dioxide (NO2) and particulate matter, no significant effects from road traffic changes during operation and construction of the Scheme are predicted and therefore no further monitoring of the Scheme during operation is planned. The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. Baseline noise monitoring was undertaken in 2021, with the details about locations, equipment used, and the monitoring results published in Chapter 12 Noise and vibration of the Preliminary Environmental Information Report, and again in Chapter 11 Noise and vibration of the Environmental Statement. There are no current plans for further noise monitoring, though noise measurements may be conducted during the construction phase. Details of any construction phase monitoring would be included within a Noise and Vibration Management Plan which would be developed from the Outline Noise and Vibration Management Plan included within the First Iteration Environmental Management Plan (TR010064/APP/6.5). This will include the locations where monitoring is to take place, the duration of monitoring, the specification for any noise and/or vibration measurements and the reporting requirements. Further information on noise assessment is included in Chapter 11 Noise and Vibration of the Environmental Statement. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland

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				cover that exists within the surrounding area.
118	Q4	1) Definitely need that extra lane between the M60 northbound to the M60 westbound. However need to also ensure this scheme integrates well with the rest of the motorway going toward J17 and beyond - often the queue at Simister Island in this direction is being caused by backlog from further down and not by the junction itself. The so-called smart motorway has not fixed this - the real issue is how traffic is merged onto the existing morotways at the junctions and that never got addressed. I fear this scheme won't fully deliver unless that is thought about. 2) Don't mind the footpaths being diverted as long as they aren't taken away and good rights of way can still be accessed by us locals. Similar for the ponds - particularly if the footpaths can go round them or past them so they can be enjoyed as well as servicng a practical purpose	N	The Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Scheme will improve junction 18 to junction 17 by upgrading the existing 4-lane controlled motorway to a five-lane controlled motorway however, west of junction is not included within the scope of the Scheme. The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1).
119	Q4	This junction is barely fit for purpose - with the few relatively simple in principle changes you have proposed, traffic flow will be vastly improved. In	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging

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		creating the lanes connecting M60 N to M60 W, it should be considered if provision can be made for extra lanes/capacity to be easily added in the future.		and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Transport Assessment (TR010064/APP/7.4) sets out how we developed our traffic models to reflect the baseline traffic conditions as they were in 2018 and then how the 2018 model was used to forecast future conditions. The 2018 baseline traffic model was developed using various different data sources which includes traffic data (some of which was extracted from WebTRIS which provides traffic flow and journey time data accessible through the National Highways website), anonymous mobile phone data to understand travel patterns, digital maps, and Department for Transport guidance to mention a few. Using the 2018 baseline data, future forecast scenarios were developed as discussed in the Transport Assessment (TR010064/APP/7.4). The report includes details of model scenarios, modelled future years, local developments and how we predicted the future growth. The future year traffic growth was taken from Department for Transport's National Trip End Model Forecasts and the government's projection of future traffic, the National Road Traffic Projections (2022). Therefore, any increases in traffic due to either local developments or natural background growth will have been accounted in the modelling through the Department for Transport's traffic growth predictions. As per Department for Transport, Transport Analysis Guidance, modelling work has been undertaken to understand how the Scheme is likely to perform using Department for Transport's traffic forecasts. Three future year traffic models were developed which were also used to undertake the economic and environmental assessments. The traffic models were developed for 2029 (Scheme opening year), 2044 (Scheme design year, 15 years after Scheme opening) and 2061 (the final year for which Department for Transport has published traffic growth forecast). The traffic models were developed using the Department for Transport's National Trip End Model, which considers national projections in population, employment, housing, car ownership and trip rates. The National Trip End Model forecasts an increase in traffic rather than a reduction (within Greater Manchester around 9% from 2018-2029, 15% from 2018-2044 and 20% from 2018-2061) and this is likely to contribute to increases in delay/congestion in the vicinity of M60 junction 18. If nothing is done, congestion will increase on routes around M60 junction 18 and the major road network, thus the Scheme is required to resolve the identified traffic related problems. The Applicant's design caters for the traffic in the design year (2044), provision to allow for additional widening is outside of the scope of the Scheme and would be difficult due to highly constrained nature of the area.
121	Q4	I agree that the northern loop for eastbound traffic travelling south on the M60 would be beneficial. However the remainder of the scheme is pointless, as the traffic queuing westbound would only be spread over the additional lanes. I have travelled the UK's motorway system extensively for 35 years. The problem lies from J15 through J12. The M61 southbound A580 Worsley followed by the M62 exit is a bottle neck. Imagine a sand egg timer, only the same amount of sand can pass through at	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). Improvements to other areas of

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		any given time. Widening the carriageway between J17 and J18 would only facilitate more traffic (grains of sand) sat in a shorter wider area.		the M60, such as those mentioned, are not within the scope of the Scheme.
122	Q4	Only watched the video.	N	The Applicant acknowledges the comments received.
123	Q4	The motorway improvements are needed.	N	The Applicant acknowledges the comments received.
124	Q4	Personal preference of a resident.	N	The Applicant acknowledges the comments received.
125	Q4	Strongly disagree with addition of a hard shoulder between junctions 17 and 18 of the M60 which I believe reduces the distance between Prestfield Court Apartments on Kensington Street Whitefield and the proposed new M60 Boundary between J17-J18. Suspect increased Noise and Vibration affecting Prestfield Court and possible devaluation of Prestfield Court Apartments. This is a major concern as we are about to purchase an apartment at Prestfield Court within the coming weeks and require urgent clarification of the new proposed M60 boundary behind the apartments at Prestfield Court M45 6FH please.	N	The Applicant recognises that either side of the M60 between junction 17 and junction 18 the edge of the running lane of traffic would move closer to noise sensitive receptors, such as Prestfield Court however, no permanent land take is required outside of current land owned by the Applicant along the junction 17 to junction 18 corridor to accommodate the additional lane and hard shoulder. The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to Prestfield Court would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. At Prestfield Court specifically, the noise model results indicate reductions in road traffic noise of between 4dB and 5dB on scheme opening as a result of implementing the noise mitigation mentioned above, and this is presented within Chapter 11 Noise and vibration of the ES (TR010064/APP/6.1). Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable. Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. This risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include things like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has a series of booklets which explain and provide information regarding the potential effects of

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				construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
127	Q4	Taking the loop road over and above the existing motorway will create a visual impact on our current surroundings. We bought a piece of land and built our own house just a few years ago and this was not mentioned when our legal team did their searches. We believe the changes will create more noise, will be in a visual surroundings and will create more pollution. In addition we use the current Pubic Rights of way when walking and cycling, these changes are not a positive move as we see it.	N	The Applicant acknowledges the concerns around the impacts of construction on the landscape and visual impacts. A Landscape and Visual Impact Assessment has been undertaken and is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment has looked at the impacts of the Northern Loop during the construction and operational phases. The environmental design shown on Figure 2.3 the Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and to provide landscape integration of the Northern Loop. The assessment has concluded that there will be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has aimed to maximise opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18 as a result of the Scheme. A series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044) to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the Environmental Statement Appendices (TR010064/APP/6.3). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to

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				traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. This risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include things like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1).
129	Q4	Strongly opposed to the loss of any of the hard shoulders. Regard their loss as extremely dangerous to vehicle and peoples safety.	N	The Applicant confirms the Scheme will widen the carriageway between junctions 17 and 18 on the M60 and create a new hard shoulder at the side of the new traffic lanes. The new hard shoulder provision will either match existing or increase the provision for the M60 junction 17 to junction 18 link. Further details can be found on the General Arrangement Plans (TR010064/APP/2.2).
130	Q4	Far too much congestion on Simister island due to people entering the roundabout, which is made worse with people blocking the junctions (mostly trucks) which creates more traffic northbound.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant confirms the Scheme will remove a significant volume of traffic currently using the signalised junction at Simister Island. The reduction in congestion allows the layout of the circulatory carriageway to re-configured with new road markings. As such, the Scheme intends to upgrade the signals and road markings at Simister Island junction. The new M60 eastbound to M60 southbound link, removes traffic making the M60 eastbound to M60 southbound movement from the signalised junction which will increase the overall capacity of the junction and

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				allow for greater optimisation of signal timings for the remaining movements.
131	Q4	I am concerned that additional lane plus hard shoulder will mean more land taken up close to my property	N	The Applicant acknowledges the concerns raised in regard to land take. The permanent (coloured pink) and temporary (coloured green) land use required for the Scheme is illustrated on the Land Plans (TR010064/APP/2.3). The land requirements are optimised as far as possible in line with the overall new infrastructure required and environmental mitigation needed such as landscape planting and provision of new drainage ponds. However, the Applicant will continue to develop the design and will where possible refine the permanent land use even further. No permanent land take is required outside of current land owned by the Applicant along the junction 17 to junction 18 corridor to accommodate the additional lane and hard shoulder.
132	Q4	Sounds like a great idea	N	The Applicant acknowledges the feedback received.
134	Q4	Whilst the Northern Loop is very much needed, the whole approach from the M60 northbound towards J18 to travel anti-clockwise on the M60 needs to be looked at, as well as peak time congestion on the M62 westbound at J18. The Smart motorway has done nothing to alleviate this - in fact, it seems to have made it worse - and every day traffic on the northbound M60 is queuing to travel westbound on the M60 at J18. This results in traffic 'lane-bombing' (i.e. diving into the correct lane at the last second) on the northbound M60 causing near-misses for those in the correct lane for the M62 eastbound. Obviously it's difficult with the junctions17/18/19 of the M60 being in such relatively close proximity, but something needs to be done. Easiest thing would be to introduce a mandatory 50mph speed limit between junctions17/18/19 of the M60 as well as the proposed second free-flow lane.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant confirms that the improved M60 northbound to M60 westbound link will provide a free flow link that resolves the existing issues by increasing the capacity at this location and caters for the forecasted traffic flow in the design year. The existing M60 northbound to M60 westbound free-flow link is presently one lane. The Scheme will provide two lanes with a new hard shoulder. The modified M60 northbound to M60 westbound free-flow link will flow into the improved M60 junction 17 to M60 junction 18 five-lane controlled motorway, as well as the free flow link merging onto the mainline through a new double lane gain (i.e., two new lanes created) which will reduce queuing and allow the junction to operate efficiently. Further details can be found on the General Arrangement Plans (TR00064/APP/2.2). Reducing the speed limit to 50mph will slow all traffic down which would directly impact journey times through these links, making the current situation worse. The Scheme design keeps the current speed limits but improves congested areas by adding further capacity and making it easier to join the M60 mainline. Furthermore, the M60 junction 17 to junction 18 mainline will operate under mandatory variable speed limits controlled by electronic gantry signs in order to increase capacity and smooth the flow of traffic. Variable speed limits are utilised in the following scenarios: to reduce traffic congestion, roadworks, emergencies and in extreme weather conditions.
135	Q4	We moved our address in 1970 - pre motorway. I sympathise with my nephew who lives near junction 18 which he says is awful. The upheaval when junction 17 was built was dreadful, though and sympathy for drivers and nearby residents must be used and after consideration I think this does the job.	N	The Applicant's current programme is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. Subject to successful grant of the application for development consent, construction is due to start at the end of 2025 with a circa three and a half year duration resulting in Scheme completion in early 2029, as outlined in Chapter 2 The Scheme of the

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				Environmental Statement (TR010064/APP/6.1). The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
136	Q4	POND 1 TO 6 ARE FURTHER AWAY FROM OUR AREA	N	The Scheme design includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The ponds are also required for water treatment. A detailed assessment of water quality has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Appendix 13.2. Water Quality Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3).
137	Q4	Too much noise and disruption to properties close to the motorway.	N	The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low

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				noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working impacting Warwick Avenue during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Scheme construction methodology and phasing will continue to be developed to minimise the construction period and potential impact upon road users, where possible. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the

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				First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
138	Q4	Don't want this motorway to get any bigger than it already is! Noise is an issue!	N	The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.
139	Q4	It is difficult to visualise what Simister Island is going to look like when finished. As long as it works in easing digestion that fine. After all you have spent millions already on smart motorways which doesn't appear to have helped.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). A series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044) to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the Environmental Statement Appendices (TR010064/APP/6.3).
140	Q4	All the above will improve both access & environmental conditions. The work needs commencing as soon as possible.	N	The Applicant plans to submit the development consent application to the Secretary of State for Transport (via the Planning Inspectorate) in early 2024. If the development consent application is accepted for examination, it will be independently examined by an Examining Authority, appointed by the Secretary of State, who following the examination will make their recommendation to the Secretary of State on whether the application should be granted. Subject to successful grant of the application for development consent, construction is due to start at the end of 2025 with a circa three and a half year duration resulting in Scheme completion in early 2029, as outlined in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1).
142	Q4	I understand the need for the ponds - so I accept that the changes are necessary. The 2nd free-flow	N	The westbound traffic transitioning from the M62 through junction 18 to the M60 westbound, will stay in lane 1, 2 or 3 through junction 18, these lanes, following the westbound merge from Junction 18, become lanes 3, 4 & 5 (due to

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		lane will ease congestion - BUT it will cause more difficulty for people travelling west along the M62 and who wants to exit at J17 M60. At present it means crossing one lane of traffic to get into the left-hand lane. Under this scheme it will be 2 lanes of traffic to cross.		the double lane gain). In order for the road user to exit at junction 17 they would need to make two lane change movements which is the same as the existing situation, this is due to the junction 17 westbound diverge being modified to a lane drop. Additionally, due to the capacity improvements on the M60 junction 17 to junction 18 link, there will be increased opportunity for vehicles to manoeuvre achieved through adding a fifth lane. Advance Direction Signs will be provided along with new road markings, including destination markings in lanes to allow drivers to understand the new junction layout and to choose the correct lane for their required movement. These two methods combined will reduce the likelihood of late lane changes and driver confusion. The Applicant will also work closely with mapping companies and satellite navigation providers to ensure that links, lane suggestions and route guidance is introduced in a timely fashion in line with Scheme opening. The layout can be viewed in the General Arrangement Plans (TR010064/APP/2.2).
144	Q4	We have had years of disruption, noise, inconvenience, longer travel times, extra fuel usage to use this section of motorway and now we are being told it's starting all over again! It is also coming ever closer with the extra lanes, bringing more pollution closer to houses. This will affect house prices too.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant plans to submit the development consent application to the Secretary of State for Transport (via the Planning Inspectorate) in early 2024. If the development consent application is accepted for examination, it will be independently examined by an Examining Authority, appointed by the Secretary of State, who following the examination will make their recommendation to the Secretary of State on whether the application should be granted. Subject to successful grant of the application for development consent, construction is due to start at the end of 2025 with a circa three and a half year duration resulting in Scheme completion in early 2029, as outlined in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1). The current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction

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				programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The construction methodology and phasing will continue to be developed to minimise the construction period and potential impact upon road users, where possible. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed f into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction. The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the

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				opening of the Scheme.
145	Q4	I don't agree that any work should be undertaken in any of these areas. Detrimental to nature. Harmful to animals, plant life and humans!	N	The Applicant has undertaken an environmental impact assessment which is set out in the Environmental Statement (TR010064/APP/6.1) which accompanies the application for development consent. The Environmental Statement sets out how the Applicant has considered the environmental impacts as a result of the Scheme and the measures to mitigate those impacts. The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3), maximising biodiversity delivery of the Scheme. The Applicant has undertaken a detailed assessment of biodiversity as part of the environmental impact assessment for construction and operation of the Scheme as set out in Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1). This provides a full assessment of the effects of the construction and operation of the Scheme on wildlife and the habitats they rely upon. This includes several different types of wildlife including birds, badgers, and other small animals. Appendix 8.6 Breeding Bird Survey Report and Appendix 8.7 Wintering Bird Survey Report of the Environmental Statement Appendices (TR010064/APP/6.3) address breeding birds and wintering birds, respectively. With implementation of mitigation (as outlined within Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5), no significant effects are predicted for any biodiversity receptor. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following the Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.

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146	Q4	I believe the scheme overall is good - however the northern loop 60 to 66, should be moved to the right of the free flow lane which flows 60 to 60, this is simply because being on the left is likely to cause incidents as naturally motorists will think the far left lane will flow left - not go right. being central allows this to be clear - or if a mistake is made and they enter the round about this can be corrected (rather than cause an incident and cut lanes dangerously).	N	The Applicant confirms that traffic flows from the junction and current traffic model identifies that significant congestion is associated with the M60 eastbound to M60 southbound movement. This will be mitigated through the provision of the M60 eastbound to M60 southbound link via the Northen Loop. The M66 northbound exit is to the right of the M60 southbound exit is required to reduce the overall permanent land take and impact on private properties at that location. The provision of another link to the left of the new M60 eastbound to M60 southbound link would significantly increase the footprint of the Scheme and require the acquisition of a number of private properties at the end of Brathay Close and Rothay Close as well as Cowl Gate Farm. As such, when this option was compared to retaining the existing link that takes M60 eastbound traffic directly to the junction 18 signalised junction, the Applicant considered that few benefits would be realised compared with the additional costs and overall value for money. For motorists joining at junction 17, who wish to access the M60 southbound, they will not need to move lanes as they can stay in the left most lane. M60 eastbound traffic, already on the M60 upstream of junction 17, will make two lane change movements to access the M60 southbound and one lane change to access the M66 northbound. A new traffic signing, and road marking design has been developed to ensure the Scheme operates as safely as possible. Advance Direction Signs will be provided along with new road markings, including destination markings in lanes to allow drivers to understand the new junction layout and to choose the correct lane for their required movement. These two methods combined will reduce the likelihood of late lane changes and driver confusion. The Applicant will also work closely with mapping companies and satellite navigation providers to ensure that links, lane suggestions and route guidance is introduced in a timely fashion in line with Scheme opening. The layout can be viewed in the General Arrangement Plans (TR010064/APP/2.2).
148	Q4	Damage to wildlife, community, noise for residents, noise disturbing wildlife constant roadworks in the area.	N	The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. With implementation of mitigation (as outlined in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5), no significant effects are predicted for any biodiversity receptor. The Applicant has undertaken a detailed assessment of biodiversity as part of the environmental impact assessment for construction and operation of the Scheme as set out in Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1). This provides a full assessment of the effects of the construction and operation of the Scheme on wildlife and the habitats they rely upon. This includes several different types of wildlife including birds, badgers, and other small animals. Appendix 8.6 Breeding Bird Survey Report and Appendix 8.7 Wintering Bird Survey Report of the Environmental Statement Appendices (TR010064/APP/6.3) address breeding birds and wintering birds, respectively.

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				With implementation of mitigation (as outlined within Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5), no significant effects are predicted for any biodiversity receptor. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working impacting Warwick Avenue during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the

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				Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally. The current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction.
149	Q4	I think the wildlife need to be protected in these areas/No trees should be removed and I am worried about disturbance to our home, garden, wildlife in our garden and noise. The map seems to show the land will be permanently taken around our home.	N	The Applicant has undertaken a detailed assessment of biodiversity as part of the environmental impact assessment for construction and operation of the Scheme as set out in Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1). This provides a full assessment of the effects of the construction and operation of the Scheme on wildlife and the habitats they rely upon. This includes several different types of wildlife including birds, badgers, and other small animals. Appendix 8.6 Breeding Bird Survey Report and Appendix 8.7 Wintering Bird Survey Report of the Environmental Statement Appendices (TR010064/APP/6.3) address breeding birds and wintering birds, respectively. With implementation of mitigation (as outlined within Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5), no significant effects are predicted for any biodiversity receptor. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area.

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				With implementation of mitigation (as outlined within Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5), no significant effects are predicted for any biodiversity receptor. The Applicant has undertaken an Arboricultural Impact Assessment and is included in Appendix 7.5 Arboricultural Impact Assessment of the Environmental Statement Appendices (TR010064/APP/6.3). An iterative process has been undertaken to refine the Scheme design to avoid tree loss where possible. The Arboricultural Impact Assessment covers trees and woodland that could be affected by the Scheme and Figure 7.5.1 Tree Constraints Plan and Figure 7.5.2: Tree Removal Plan, at Annex A of Appendix 7.5 of the Environmental Statement Appendices show the locations of trees within the Order Limits, and those currently at risk of removal. The Arboricultural Impact Assessment also includes recommendations for tree protection measures during the construction phase. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) states that an Arboricultural Method Statement will be produced at the detailed design stage to detail how existing trees within temporary working areas will be protected. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant will aim to minimise disruption and impacts upon nearby housing during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Alongside the design, the Applicant is developing a strategy for how the Scheme will be built. This will include details about potential impacts such as noise, vibration, air quality dust etc and how these will be mitigated. Details on construction methodologies and mitigation are contained within the First Iteration of the Environmental Management Plan (TR010064/APP/6.5) which will be developed into the Second Iteration Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the

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				opening of the Scheme. With regards to land use, the permanent (coloured pink) and temporary land (coloured green) use required for the Scheme is illustrated on the Land Plans (TR010064/APP/2.3). The land requirements are optimised as far as possible in line with the overall new infrastructure required and environmental mitigation needed such as landscape planting and provision of new drainage ponds. However, the Applicant will continue to develop the design and will where possible refine the permanent land use even further.
150	Q4	I live directly opposite the M60 (Balmoral Ave). I have been trying to sell my house but when people come to view it, the noise of the traffic puts them off. Additionally we have had to endure years of road works on the M60 which has impacted the quality of out lives.	N	The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme. The Applicant recognises that existing levels of road traffic noise in the area are high, with much of the area being within a Noise Important Area, which designates (those locations experiencing the highest noise levels). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) sets out the noise assessment based on the Scheme design which forms the application for development consent. Noise mitigation measures are considered in the order of source/path/receptor, with examples of mitigation at source being road surfacing and path including noise barriers or earth bunds. This is because noise mitigation at source benefits a wider area then the other forms of mitigation. The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The predicted change in road traffic noise on Balmoral Avenue ranges between a -1dB reduction at the western end to -4.5dB reduction at the eastern end with the following completion of the Scheme. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working impacting Warwick Avenue during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration

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				Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.
157	Q4	The more that can be done to make traffic flow better, the better, as this is currently a very congested junction / roundabout at peak times	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
158	Q4	Although we would rather the work did not take place as it is so close to our home, we are pleased to see an addition of a hard shoulder for obvious safety reasons.	N	A Landscape and Visual Impact Assessment has been undertaken and is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment has looked at the impacts of the Northern Loop during the construction and operational phases. The environmental design shown on Figure 2.3 the Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of

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		The second free flow lane ,however brings the motorway closer to our home. We hope that the impact of this visually is kept to a minimum.		mitigation planting to offset the visual impacts and to provide landscape integration of the Northern Loop. The assessment has concluded that there will be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has aimed to maximise opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18 as a result of the Scheme. The Applicant has designed the Scheme to improve biodiversity and to better integrate the motorway into the landscape and help visually screen the existing motorway and the new Northern Loop which is described in Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). These measures are shown on Figure 2.3, the Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2). These measures comprise of new hedgerow boundaries, some with hedgerow trees; additional woodland which will be planted along the new embankment to screen views of the motorway and open areas of species rich grassland. Around the ponds landscaped areas comprise of new areas of wet woodland, aquatic and marginal planting. A series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044) to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the Environmental Statement Appendices (TR010064/APP/6.3).
160	Q4	Anything that can be done to improve that section of motorway will be a bonus. I have no opinions about the public footpaths in the area.	N	The Applicant acknowledges the comments received.
161	Q4	I believe the proposed additional lanes and connectivity will help alleviate the serious and prolonged congestion in the area which will benefit air quality and suitable futurity the motorway network in the area.	N	The Applicant acknowledges the feedback received.
162	Q4	We need access via Griffe Lane (which is a private lane) to our property and also have financial responsibility for the upkeep of the area along with other properties along Griffe Lane. This is also a single lane access road and unsuitable for temporary compound of any description. There is a 2.5t weight limit on Griffe Lane.	N	The Applicant can confirm that access is required from Griffe Lane for the construction of Pond 2 (as shown on the General Arrangement Plans (TR010064/APP/2.2). This activity will require a small compound and construction traffic using Griffe Lane will be managed appropriately to minimise the impact upon the road itself and any nearby receptors. An assessment will be undertaken prior to the start of construction on the requirement for pedestrian and traffic management, which would aim to reduce the risk to vehicles or pedestrians during construction works. Once constructed, drainage ponds will only need to be accessed for routine maintenance and in the event of emergencies such as spillage events on the motorway network. The Applicant has reviewed Bury Metropolitan Borough Council records for information on the stated 2.5t weight limit on Griffe Lane, however there is no information presently available in relation to this. Risk assessments and method statements will be undertaken for all operations associated with Pond 2 construction activities. The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the

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				types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
163	Q4	Access to Pond 2 is severely restricted due to the nature of Griffe Lane. It is a privately owned, a single track and has a weight limit of 2.5t.	N	The Applicant can confirm that access is required from Griffe Lane for the construction of Pond 2 (as shown on the Scheme General Arrangement Plans (TR010064/APP/2.2). This activity will require a small compound and construction traffic using Griffe Lane will be managed appropriately to minimise the impact upon the road itself and any nearby receptors. An assessment will be undertaken prior to the start of construction on the requirement for pedestrian and traffic management, which would aim to reduce the risk to vehicles or pedestrians during construction works. Once constructed, drainage ponds will only need to be accessed for routine maintenance and in the event of emergencies such as spillage events on the motorway network. The Applicant has reviewed Bury Metropolitan Borough Council records for information on the stated 2.5t weight limit on Griffe Lane, however there is no information presently available in relation to this. Risk assessments and method statements will be undertaken for all operations associated with Pond 2 construction activities. The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
164	Q4	Reduce congestion and improve commuting	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
166	Q4	In theory this badly designed motorway needs to improve , however there are 2 big problems 1) They want to build houses near the junction and that is absurd, it is already congested. I strongly oppose to any further buildings anywhere near. Build new roads somewhere else with schools, supermarkets and so on, there is NO space or	N	The Applicant acknowledges the request to consider future development sites, specifically 'Places for Everyone'. The modelling of the Scheme does consider future developments and future traffic growths. The modelling of the Scheme traffic model is based on Department for Transport guidance, only includes development sites that are 'Near Certain' and 'More Than Likely'. In areas where there are no future planned developments, background traffic growth predictions provided by the DfT have been used. The modelling excludes development sites where the classification is either 'Reasonably Foreseeable' (i.e., the outcome may happen) or 'Hypothetical' (i.e., there is considerable uncertainty whether the outcome will ever happen). As an example, the details of the

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		capacity to absorb anything more. 2) It is unwise to connect a ring road with 4 major motorways(M62 leeds, M62 liverpool, M66 and M61), this should have never happened. They need to deviate the traffic from the M62 away from the M60. Anything else is just another example of the use of blue tack in infrastructure in the UK.		Places for Everyone plan, and the associated sites (which include the Northern Gateway sites) are still under development. These development sites / areas are therefore omitted from the modelling and are not reported in the Transport Assessment (TR010064/APP/7.4). Currently the classification for Places for Everyone is 'Hypothetical' (i.e., considerable uncertainty whether the outcome will ever happen). The Applicant is monitoring the progress of Places for Everyone through the planning process, and if the classification of the Places for Everyone plan changes to 'Near Certain' or 'More Than Likely' then these sites can be included in any future modelling. The Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). In order to construct an entirely new strategic route offline of the M60 orbital in north Manchester would require a significant budget and would need to generate substantial benefits to meet the government's funding conditions in terms of benefit-cost ratio. Additionally, a scheme of this nature would potentially have significant impacts for the surrounding area in terms of land take and environmental impacts.
168	Q4	Driving between Jn17 and 18 in either direction is already difficult. Addition of extra lanes will make it even more difficult to change lanes. All that is needed at these junctions is a clearly signposted traffic light free junction between the M60 East and the M60 South. The M66 North and the Northern Loop should be clearly signposted on multiple overhead signs with a dedicated lane between Jn16 and Jn17. The entrance lane from Jn17 Eastbound should join the roundabout at Jn18 with the M66	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays,

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		North link and the Northern Loop passing over the top.		and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant confirms that traffic flows from the junction and current traffic model identifies that significant congestion is associated with the M60 eastbound to M60 southbound movement. This will be mitigated through the provision of the M60 eastbound to M60 southbound link via the Northern Loop. The M66 northbound exit is to the right of the M60 southbound exit is required to reduce the overall permanent land take and impact on private properties at that location. The provision of another link to the left of the new M60 eastbound to M60 southbound link would significantly increase the footprint of the Scheme and require the acquisition of a number of private properties at the end of Brathay Close and Rothay Close as well as Cowl Gate Farm. As such, when this option was compared to retaining the existing link that takes M60 eastbound traffic directly to the junction 18 signalised junction, the Applicant considered that few benefits would be realised compared with the additional costs and overall value for money. For motorists joining at junction 17, who wish to access the M60 southbound, they will not need to move lanes as they can stay in the left most lane. M60 eastbound traffic, already on the M60 upstream of junction 17, will make two lane change movements to access the M60 southbound and one lane change to access the M66 northbound. A new traffic signing, and road marking design has been developed to ensure the Scheme operates as safely as possible. Advance Direction Signs will be provided along with new road markings, including destination markings in lanes to allow drivers to understand the new junction layout and to choose the correct lane for their required movement. These two methods combined will reduce the likelihood of late lane changes and driver confusion. The Applicant will also work closely with mapping companies and satellite navigation providers to ensure that links, lane suggestions and route guidance is introduced in a timely fashion in line with Scheme opening. The layout can be viewed in the General Arrangement Plans (TR010064/APP/2.2). The corridor between M60 junction 17 and junction 18 would require traffic movements to access the diverges on the M60 eastbound at M60 junction 18. These manoeuvres will not be significantly different to the existing manoeuvres in the current arrangement. Traffic joining M60 eastbound at junction 17 wishing to access the M60 southbound would stay in the new lane 1 without merging with other lanes prior to the junction 18 diverge. Traffic joining the M60 eastbound at junction 17 and wishing to access M66 northbound would need to make one lane change movement. Traffic joining the M60 eastbound at junction 17 wishing to continue eastbound on M62 would still be required to make two lane change movements to access lane 3, which is a similar number of lane changing movements to the existing arrangement, considering that the current merge at junction 17 is a taper merge. Additionally, there will be increased opportunity for vehicles to manoeuvre due to the additional capacity achieved through adding a fifth lane. The Scheme will remove a significant volume of traffic currently using the signalised junction at Simister Island. The reduction in congestion allows the layout of the circulatory carriageway to re-configured and optimised with new road markings and signal timings. In order to mitigate the new lane arrangement and junction layout, a traffic signing, and road marking design has been developed to ensure the Scheme operates as safely as possible. Advance Direction Signs will be provided along with new road markings, including destination markings in lanes to allow drivers to understand the new junction layout and to choose the correct lane for their required movement. These two methods combined will reduce the likelihood of late lane changes and driver confusion. The Applicant will also work closely with mapping companies and satellite navigation providers to ensure that links, lane suggestions and route guidance is introduced in a timely fashion in line with Scheme opening. The layout can be viewed in the General Arrangement Plans (TR010064/APP/2.2).

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				The Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1).
169	Q4	The works are unnecessary and will create great disruption to the local area.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant has developed the construction methodology in relation to the current design of the Scheme and the space available on the existing network. The length of the programme is driven by the intention to retain the existing number of traffic lanes open on the M60 / M66 / M62 during construction, to minimise the impact of construction on traffic. Maintaining the existing number of lanes on the network will mean there is little available working space during the daytime, which means we will need to introduce nighttime closures on the M60 / M66 / M62. The traffic management strategy, which gives an overview of the phases and the required network closures during construction, can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan sets out the diversion routes that will be utilised during night closures of the M60 / M66 / M62. The Outline Traffic Management Plan will be developed into the Traffic Management Plan for implementation during construction and secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1). The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes.
170	Q4	The anti clockwise additional lane is essential. Traffic is a nightmare at that junction.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination

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		Where I have placed neutral it is because I do not have enough knowledge on the subject to decide		of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
171	Q4	M60 North to M60 West needs to be dual lane.	N	The Applicant confirms the Scheme design incorporates an additional lane for the link between M60 northbound and M60 westbound. Further details are shown on the General Arrangement Plans (TR010064/APP/2.2).
173	Q4	The green belt land is too valuable to bulldoze just to add an extra lane both sides of the existing 4 lanes. Allowing more traffic on here would only add to the total on the motorway system and cause bottlenecks elsewhere. The traffic that currently builds at Prestwich southbound is due to the Swinton and A666 being inadequate; fixing that would be a better use of time and resources, thank you. Realistically the existing 'delay' getting onto the East bound motorway from Simister Island is less than a minute, I don't see anything wrong with the system as it is. Going West is fine, no need for an extra lane. The plans already concede that there are protected species in the greenbelt areas that would need to be (re)moved, whatever mitigation you can attempt, the best option is to leave them undisturbed, that is how to best protect them.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. Construction of the Scheme will be undertaken in accordance with the First Iteration Environmental Management Plan (TR010064/APP/6.5) which details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration

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				Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant acknowledges the concerns around green belt farmland and the impacts of construction on the landscape and visual impacts. A Landscape and Visual Impact Assessment has been undertaken and is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment considered the impacts of the Northern Loop during the construction and operational phases of the Scheme. The environmental design shown on Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and to provide landscape integration of the Northern Loop. The assessment has concluded that there would be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has maximised the opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18. The Applicant has designed the Scheme to improve biodiversity (as described above) and to better integrate the motorway into the landscape and help visually screen the existing motorway and the new Northern Loop which is described in Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). These measures are shown on Figure 2.3, the Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2). These measures comprise of new hedgerow boundaries, some with hedgerow trees; additional woodland which will be planted along the new embankment to screen views of the motorway and open areas of species rich grassland. Around the ponds landscaped areas comprise of new areas of wet woodland, aquatic and marginal planting. A series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044) to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the Environmental Statement Appendices (TR010064/APP/6.3). The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area in habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. The Applicant has undertaken a detailed assessment of biodiversity as part of the environmental impact assessment for construction and operation of the Scheme as set out in Chapter 8 Biodiversity of the Environmental

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				Statement (TR010064/APP/6.1). This provides a full assessment of the effects of the construction and operation of the Scheme on wildlife and the habitats they rely upon. This includes several different types of wildlife including birds, badgers, and other small animals. Appendix 8.6 Breeding Bird Survey Report and Appendix 8.7 Wintering Bird Survey Report of the Environmental Statement Appendices (TR010064/APP/6.3) address breeding birds and wintering birds, respectively. With implementation of mitigation (as outlined within Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5), no significant effects are predicted for any biodiversity receptor. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Requirement 7 of the draft Development Consent Order (TR010064/APP/3.1) details the actions to be taken should any protected species which were not previously identified in the Environmental Statement be found at any time when carrying out the authorised development. The undertaker must cease the relevant parts of the relevant works and report it immediately to the Ecological Clerk of Works. The works must then not recommence until a written scheme of protections and mitigation measures has been submitted to and approved by the Secretary of State after consultation with Natural England.
174	Q4	I travel this route regularly in rush hour (daily) and non rush hour on weekdays and at weekends. I also travel extensively around the M60. Therefore I can categorically say The traffic issues and congestion on the M60 is more prevalent around the Trafford Centre junctions to the M61 junction. The traffic then eases and flows onwards with much less hold up than in the previous section This plan will therefore cause motorists massive inconvenience during the construction and will have negligible impact on journey times. Therefore please divert the money and resources into doing something that will actually make a difference!!!!	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). In line with the Road Investment Strategy announcements improvements to the M60 around the Trafford Centre are outside the scope of the Scheme. The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant has developed the construction methodology in relation to the current design of the Scheme and the

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				space available on the existing network. The length of the programme is driven by the intention to retain the existing number of traffic lanes open on the M60 / M66 / M62 during construction, to minimise the impact of construction on traffic. Maintaining the existing number of lanes on the network will mean there is little available working space during the daytime, which means we will need to introduce nighttime closures on the M60 / M66 / M62. The traffic management strategy, which gives an overview of the phases and the required network closures during construction, can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan sets out the diversion routes that will be utilised during night closures of the M60 / M66 / M62. The Outline Traffic Management Plan will be developed into the Traffic Management Plan for implementation during construction and secured by Requirement 10 of the draft Development Consent Order (TR010064/PP/3.1). The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes.
175	Q4	Any attempt to convert a existing hard shoulder lane into a live lane is not acceptable. The loss of a hard shoulder lane particularly on busy motorways has been shown to result in many needless deaths. That is why the gov't stopped the roll out of more hard shoulder coversions The deaths of innocent people is not an acceptable price to pay for improved traffic flow.	N	The Applicant confirms the Scheme will widen the carriageway between junctions 17 and 18 on the M60 and create a new hard shoulder at the side of the new traffic lanes. The new hard shoulder provision will either match existing or increase the provision for the M60 junction 17 to junction 18 link. Further details are shown on the General Arrangement Plans (TR010064/APP/2.2).
176	Q4	Congestion in this area has not been eased despite the multi million pound upgrade to a smart motorway on this stretch and the wider strategic network. This scheme should hopefully go some way to address that and this should have been done instead of the smart motorway a few years ago.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
179	Q4	Please make a diversion. Always bad congestion and makes hard to get to office	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds

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				as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). In order to construct an entirely new strategic route offline of the M60 orbital in north Manchester would require a significant budget and would need to generate substantial benefits to meet the government's funding conditions in terms of benefit-cost ratio. Additionally, a scheme of this nature would potentially have significant impacts for the surrounding area in terms of land take and environmental impacts.
182	Q4	I believe the entire scheme is unnecessary and runs contrary to the UK's commitment to achieving Net Zero and other environmental concerns. There is no inevitability to increased road traffic, the resources that will be wasted on this scheme would be better spent subsidising public transport, improving rail links and taking traffic off the roads. Encouraging more cars and lorries to use this area would significantly impact the local environment, nature, biodiversity and air quality. These schemes benefit only the pockets of the developers who build them and their suppliers. The motorway in this area has been significantly redeveloped over the last 20+ years and all that has resulted is more traffic, more pollution and longer journey times. Building more roads is not a viable solution for a planet facing climate crisis, it is mid 20th Century solution for a 21st Century problem..	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. In order to reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced and can be found at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan focuses on how the Scheme will reduce carbon emissions during the construction of the Scheme through measures such as potentially using electric (or alternative lower-carbon fuel) construction equipment instead of conventional diesel-powered construction plant and/or the use of low carbon materials. The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). There is little the Scheme can do to influence road user greenhouse gas emissions, therefore 'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport

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				system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050. The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives. The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area.
184	Q4	Traffic backing up on the M60 northbound heading West on the M60 is dangerous at peak periods even though I head East on the M62	N	The Applicant confirms the M60 northbound diverge will be modified as part of the Scheme to cater for the forecasted traffic demand in the design year, 2044 (fifteen years following road opening). Lane 1 and 2 of the diverge will direct traffic towards the M60 westbound with lane 3 directing traffic towards the Simister Island signalised junction, to then access the M62 eastbound. The M60 northbound to M62 eastbound connection will see benefits through the addition of the new M60 eastbound to M60 southbound link (Northern Loop). The link removes all traffic travelling M60 eastbound to M60 southbound from the circulatory and removes a set of traffic signals. With this reduction in demand on the circulatory, traffic travelling to and from other directions will be able to flow more freely with modified traffic signal timings and released capacity. Further details of the benefits the Scheme will deliver can be found in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).

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				In order to mitigate this new lane arrangement and junction layout, a traffic signing, and road marking design has been developed to ensure the Scheme operates as safely as possible. Advance Direction Signs will be provided along with new road markings, including destination markings in lanes to allow drivers to understand the new junction layout and to choose the correct lane for their required movement. These two methods combined will reduce the likelihood of late lane changes and driver confusion. The Applicant will also work closely with mapping companies and satellite navigation providers to ensure that links, lane suggestions and route guidance is introduced in a timely fashion in line with Scheme opening. The layout can be viewed in the General Arrangement Plans (TR010064/APP/2.2).
187	Q4	Live nearly on top of motorway. Totally disagree making another lane. YOU SHOULD HAVE LEFT HARDSHOULDER. Now you want to rectify mistake property devalued!!! Thought clean air: we'll have have less. How would you like to live next to another lane. Are you giving triple glazing?	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant confirms that the design for the M60 junction 17 to junction 18 includes a hard shoulder. The existing hard shoulder will be converted into a running lane to provide five lanes in each direction, with a new hard shoulder also being provided. Further details can be found on the General Arrangement Plans (TR010064/APP/2.2). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme. The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be

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				perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
188	Q4	I have concerns around the noise + disruption during construction work to my property at [Anonymised] Mode Hill Lane. Longer term, traffic noise is likely to damage my property value and tenant demand.	N	The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The road traffic noise at 18 Mode Hill Lane is predicted to decrease by 1.6dB with the proposed scheme. Changes in road traffic noise of 3dB or more can be perceptible to people, so this reduction in road traffic noise is not likely to be noticeable at this location. The Applicant has developed the construction methodology in relation to the current design of the Scheme and the space available on the existing network. The length of the programme of approximately three and a half years is driven by the intention to retain the existing number of traffic lanes open on the M60 / M66 / M62 during construction, to minimise the impact of construction on traffic. Maintaining the existing number of lanes on the network will mean there is little available working space during the daytime, which means we will need to introduce nighttime closures on the M60 / M66 / M62. The traffic management strategy, which gives an overview of the phases and the required network closures during construction, can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan details the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Outline Traffic Management Plan will be developed into the Traffic Management Plan for implementation during construction and secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1). The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network.

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				This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes. Mode Hill Lane has been included within the Order Limits as the Applicant needs to connect the main compound located opposite Mode Hill Lane to existing utilities. To complete the utility connections the Applicant will need to install temporary traffic management, the utilities companies have indicated that this will likely only require two-way traffic lights for a short duration, however the scope of these works is to be agreed with the relevant utility companies. Once the scope of work is fully understood in this area further communication will be undertaken with affected residents. During the construction period, a detailed schedule and plan of work will be communicated with residents well in advance of works taking place, including working hours, durations, expected disruption and access implications. With regards to Mode Hill Lane, access will be required during the day for a short period of time. This will be planned with local residents and users of Mode Hill Lane to ensure minimum disruption. Accesses to properties neighbouring the Scheme will be a maintained throughout the construction and operation of the Scheme. During the operation of the main compound, access for all large construction vehicles will be via the strategic road network and the local road network would only be used occasionally for small work vans or in an emergency situation. The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
189	Q4	My disagreements mainly come from an environmentalist perspective for local wildlife & a worry about the already very high levels of pollution on this area, which is much higher than regional & national averages.	N	The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design

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				Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has undertaken a detailed assessment of biodiversity as part of the environmental impact assessment for construction and operation of the Scheme as set out in Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1). This provides a full assessment of the effects of the construction and operation of the Scheme on wildlife and the habitats they rely upon. This includes several different types of wildlife including birds, badgers, and other small animals. Appendix 8.6 Breeding Bird Survey Report and Appendix 8.7 Wintering Bird Survey Report of the Environmental Statement Appendices (TR010064/APP/6.3) address breeding birds and wintering birds, respectively. With implementation of mitigation (as outlined within Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5), no significant effects are predicted for any biodiversity receptor. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
193	Q4	Safer to move further away from road, any rights of way. More lanes and better signage are necessary to alleviate the problem given better notice of the junction.	N	The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the

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				existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). In order to mitigate this new lane arrangement and junction layout, a traffic signing, and road marking design has been developed to ensure the Scheme operates as safely as possible. Advance Direction Signs will be provided along with new road markings, including destination markings in lanes to allow drivers to understand the new junction layout and to choose the correct lane for their required movement. These two methods combined will reduce the likelihood of late lane changes and driver confusion. The Applicant will also work closely with mapping companies and satellite navigation providers to ensure that links, lane suggestions and route guidance is introduced in a timely fashion in line with Scheme opening. The layout can be viewed in the General Arrangement Plans (TR010064/APP/2.2).
195	Q4	Disagree on hard shoulder as there are hundreds of miles of network currently running safely without hardshoulder so land take and cost of this is not proportionate.	N	The Applicant confirms that the design for the M60 junction 17 to junction 18 includes a hard shoulder. The existing hard shoulder will be converted into a running lane to provide five lanes in each direction, with a new hard shoulder also being provided. No permanent land take is required outside of current land owned by the Applicant along the junction 17 to junction 18 corridor, albeit some temporary land take is required to construct the new earthworks and retaining walls. Further details can be found on the General Arrangement Plans (TR010064/APP/2.2).
196	Q4	This will be a great addition and provide relief to a very busy junction.	N	The Applicant acknowledges the comments received.
197	Q4	I think any change to J.18 is a good thing as I go on at Whitefield most mornings to get to work in Rochdale and Junction 18 is sometimes time consuming getting through.	N	The Applicant acknowledges the comments received.
198	Q4	Ideally, replacing the entire junction with a free flowing interchange similar to the M5/M4 one at Bristol would have been my preference, but this	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging

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		scheme seems innovative and less damaging to the environment. The improvements cannot come soon enough. It is a daily hell for myself being stuck going anticlockwise at Simister. Traffic levels are unpredictable and I've been delayed regularly by 15 minutes on this junction. Standing/ slow moving traffic cannot be good for emissions or noise.		and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). In order to replace and construct an entirely new junction 18 would require a significant budget and would need to generate substantial benefits to meet the government's funding conditions in terms of benefit-cost ratio. Additionally, a scheme of this nature would potentially have significant impacts for the surrounding area in terms of disruption, land take and environmental impacts.
199	Q4	I apologise but I am not clear on the direction of the flow of traffic but I am objecting to the fact that my garden and house will be affected. I already have significant movement cracks in my home from previous work undertaken to "improve" the motorway by making it a SMART motorway. Sleep is affected by night time working and banging but more importantly I have spent a significant amount of money improving my home - by adding conservatory and internal structural changes to ensure that the house retains its value. Included in that is the money I have spent on my garden and attempts to reduce some of the noise cause by the amount of traffic using the motorway. To temporarily use my land (garden) is unacceptable and no amount of compensation will change my mind. The only alternative I can see to this is to compulsory purchase the houses on the land of Kenilworth Avenue and other affected streets to permanently change the landscape of the area around what is locally known as Kirkhams and to cause less disruption to the community. Whilst I know this has been attempted in the past, there is little else that could be done to improve the homeowners quality of life around this extremely busy network of roads. I would also like to add that the health implications must be considered for individuals living in this area who would be susceptible to lung conditions as	N	The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working impacting Warwick Avenue during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and

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		construction work continues. Most of my neighbours are quite elderly, and in fact my elderly parents live with me, and my father already suffers with COPD and Heart Failure..		secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). All work activities will be assessed, with risk assessments and method statements being implemented for individual work activities. The risk assessments and method statements will go through multiple stages of review prior to approval and work commencing and will then be implemented by a competent work force on site. Any works that is deemed to have potential impact to existing structures will not be started without sufficient temporary work solutions put in place to ensure that the stability of existing structures are not compromised. Targeted monitoring will be undertaken during work activities to ensure that temporary working methods and risk assessments and method statements are being adhered to. These measures are set out in the Register of Actions and Environmental Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Applicant acknowledges the concerns raised in regard to land take, the permanent (coloured pink) and temporary (coloured green) land use required for the Scheme is illustrated on the Land Plans (TR010064/APP/2.3). The land requirements are optimised as far as possible in line with the overall new infrastructure required and environmental mitigation needed such as landscape planting and provision of new drainage ponds. However, the Applicant will continue to develop the design and will where possible refine the permanent land use even further. No permanent land take is required outside of current land owned by the Applicant along the junction 17 to junction 18 corridor to accommodate the additional lane and hard shoulder. With regards to the temporary use of some gardens located on Kenilworth Avenue, this is where the Applicant will deliver new highway infrastructure such as drainage, road barriers, street lighting, technology etc. As a result of this work the Applicant may need to undertake works to the existing environmental barrier; this would require some form of temporary access to the rear of the barrier into the property's garden. Whilst the Applicant will make every effort to avoid having to encroach into garden land and carry out tree clearance works, there may be a possibility that due to the location of our widening works and the condition of existing environmental barriers, the Applicant may need to temporarily remove the existing environmental barriers to carry out our construction works and then replace them. In some instances, some vegetation clearance works maybe required to allow the installation/replacement of the environmental barrier. Any trees that are cleared would be replaced with new planting where practicable. Work areas will be secured using temporary fencing to ensure that resident's safety is not compromised during the installation of permanent infrastructure adjacent to gardens. Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.
200	Q4	I believe that the loop is on the wrong side of the motorway. The traffic in that direction generally flows	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination

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		okay. However, it is the other side which is always congested and at a standstill, and this will do nothing to help that.		of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant can confirm the alternative design of the location of the Northern Loop was considered during the initial stages of the development of the Scheme. Moving the Loop to the other side of the motorway would have significant environmental impacts, whilst also requiring residential property purchases. Within the initial stages, over 150 alternative design combinations were considered, which were refined down to six design options which were progressed by the Applicant based on criteria such as affordability, construction duration, environmental impact, land take and ability to meet the Scheme objectives. Subsequently, from these six options, two were shortlisted for further consideration and an options consultation on these two remaining options (Northern Loop and Inner Links) took place between June and August 2020. The reasons why these two options were retained, and the other four options were discounted can be found in the Options Consultation Brochure at Appendix A of the Consultation Report Annexes (TR010064/APP/5.3). Following the outcome of the options consultation, the Northern Loop was announced as the Preferred Route in January 2021. Appendix B of the Consultation Report Annexes contains the details of this "Preferred Route" announcement including the reasons why it was chosen. The M60 northbound diverge will be modified as part of the Scheme to cater for the forecasted traffic demand in the design year, 2044 (fifteen years following road opening). Lane 1 and 2 of the diverge will direct traffic towards the M60 westbound with lane 3 directing traffic towards the Simister Island signalised junction, to then access the M62 eastbound. The M60 northbound to M62 eastbound connection will see benefits through the addition of the new M60 eastbound to M60 southbound link Northern Loop). The link removes all traffic travelling M60 eastbound to M60 southbound from the circulatory and removes a set of traffic signals. With this reduction in demand on the circulatory, traffic travelling to and from other directions will be able to flow more freely with modified traffic signal timings and released capacity. Further details of the benefits the Scheme will deliver can be found in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
202	Q4	I live on the Trees estate between the motorway and Whitefield Golf Course. Upheaval during works will make it impossible to get to work and school for myself and my family. The noise and dirt created will make living in my home wholly unbearable. The length of time taken to complete the development will impact on my families quality of life. Road safety for my children will be threatened during the works. The road surfaces will be damaged during the works which would damage my car. Environmental quality wildlife etc will be destroyed during the works. Public walkways and	N	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1). The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Details of the outcome of the assessment are also set out below.

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		footpaths will be destroyed and impossible to go for nice walks during the works. After the works complete: The area I live in will have declined in quality and the value of my home will have been negatively impacted. In short, your plans will destroy my families quality of life and have a negative affect on every aspect of our lives here, for a scheme which will make zero improvements to that stretch of motorway - it is literally the next stretch towards Swinton which needs attention.		The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on the Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging

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				and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). Improvements to other areas of the M60, such as those mentioned, are not within the scope of the Scheme.
203	Q4	Devalue of property Effects/damage on the road surfaces for the proposed route Dust,mud and debris caused by excesive tipper trucks coming through the Residential Housing estate Enviromental issues - such as noise,air pollution - damage to plants and trees Increased traffic coming in and out of the Trees Estate Safety issues with trucks coming in and out Safety issues with the junction coming into the Trees Estate	Y	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details can be found in Chapter 5 of the Consultation Report (TR010064/APP/5.1) The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
204	Q4	There is a lot of ponds, some of which are close to residential areas, is there a danger of persons coming to harm? Is there a risk of these ponds over flowing and flooding the surrounding areas of the pond ? Who maintains these in the years ahead and also the cost of maintaining them? Are they soak away ponds or connected to the	N	The Scheme design includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of the National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are

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		surface water drainage and their use is as water attenuation during heavy down pours? Would underground attenuation tanks not be a better option to store storm water from heavy down pours then released into the surface water drainage system via a hydrobrake control?		sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The ponds are also required for water treatment. A detailed assessment of water quality has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Appendix 13.2. Water Quality Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). Underground attenuation tanks could not be used as they do not provide this function and therefore not appropriate for the Scheme. The assessment specifically looks at the issues arising from routine runoff from the road surface during operation. The assessment of potential impacts uses the Highways England Water Risk Assessment Tool, as detailed in National Highways' Design Manual for Roads and Bridges LA 113. Highways England Water Risk Assessment Tool is a multi-step approach to assess the impacts of pollutants. Where impacts are identified recommendations to include Sustainable Drainage Systems have been incorporated into the design. Sustainable Drainage Systems (swales, attenuation ponds etc.) allow the water from the highway to be treated before being released. The results of the assessments suggest that all discharges from the Scheme are below the environmental quality standard thresholds for water quality. A maintenance track around the perimeter of the ponds will be installed. Specific maintenance needs of the ponds will be monitored, and maintenance schedules adjusted to suit requirements. This maintenance will be undertaken by the Applicant.
205	Q4	Hard shoulder is important for me	N	The Applicant confirms that the design for the M60 junction 17 to junction 18 includes a hard shoulder. The existing hard shoulder will be converted into a running lane to provide five lanes in each direction, with a new hard shoulder also being provided. Further details can be found on the General Arrangement Plans (TR010064/APP/2.2).
207	Q4	The only thing almost every person who has to drive this way is why is it going to take 4 plus years ? They can build massive infrastructure in China in weeks, yet in the UK all we get is cones, cameras and no body working. Pull your finger out, get it done and stop draining tax papers money.	N	The Applicant confirms that the Scheme is classified as a Nationally Significant Infrastructure Project under the Planning Act 2008. This means in order to construct, operate, and maintain the Scheme an application for development consent must be made to the Secretary of State for Transport. The Applicant plans to submit the development consent application to the Secretary of State for Transport (via the Planning Inspectorate) in early 2024. If the development consent application is accepted for examination, it will be independently examined by an Examining Authority, appointed by the Secretary of State, who following the examination will make their recommendation to the Secretary of State on whether the application should be granted. Subject to successful grant of the application for development consent, construction is due to start at the end of 2025 with a circa three and a half year duration resulting in Scheme completion in early 2029, as outlined in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1).
208	Q4	It is well needed to improve traffic flow	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging

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				and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
209	Q4	This is concerning pond 6. I live on Ross Av and I feel there will be many negative aspects. Noise/pollution/disruption to this road. My wife and 7 year old daughter walk up and down this road every day to school and for us to visit Whitefield amenities.. The top of Ross Av is already a very dangerous right angled turn and will become extremely dangerous for vehicles and many people who there to go to Phillips.High and local primary schools. I am concerned on the effect on local house prices as there is no indication on how long this work would take I am concerned about the effect on local wildlife. Where the pond will be is frequented by local deer and other wildlife. Ross Av and all surrounding roads have only one access on to the main road and this work will increase traffic and disturbance tremendously, effecting negatively upon our quality of life and mental health. There are no other large estates effected by this proposal and support most of the work but I do not agree that pond 3 should go ahead	Y	The Applicant assumes, based on the context of the response; the other responses from this respondent and the initial mention of Pond 6, that the later mention of Pond 3 is a mistake and therefore has answered with regards to Pond 6. The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
210	Q4	The current plan for access to the work site for pond 6 goes through a quiet, residential area (trees estate), from Bury New Road via Chestnut and Oak avenues. Sending big lorries through this way is likely to cause noise, dust, and traffic problems, as well as wear out the road surface. In particular, for me and my partner, both of us work from home most days, and noise during the work daywould have a significant impact for us.	Y	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).

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211	Q4	Anything is better than what we have now. The traffic jams created by trying to stay on the m60 are horrendous	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
214	Q4	• The route chosen to enter the area of development for the drainage pond 6 : Chestnut Ave, Beech Ave (North), Oak Ave and Ross Ave, will create increased difficulty entering and leaving homes in the area. • Access needed by Emergency vehicles could be compromised if they encounter commercial vehicles on Beech or Oak Ave. • Safety at the junction of Lime Ave, Ross Ave, Robin Lane and Oak Ave. • Lack of clarity on the number of Tipper Lorries using route in and out the estate. • Effect on the road surfaces on the proposed route. • Length of time to complete the development. • The dust/mud (dependent on the time of year} caused by this transport. • Environmental issues which will be caused in terms of air/noise pollution damage and destruction of plants and animals. • The ponds are to be a purifying system for runoff from the motorway which will eventually return water to the stream which runs under the motorway; no indication was offered for the quality of this water. • Potential risk of flooding to properties immediately bordering the Pond • Destruction of existing Public Footpaths across the site. • Replacement footpaths are being placed along routes which are in one case currently not accessible and in the other is flooded/boggy/muddy for at least 8 months of the year.	Y	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
215	Q4	The addition of a hard shoulder between junctions 17 and 18 of the M60 concerns me regarding	N	The Applicant confirms that the design for the M60 junction 17 to junction 18 includes a hard shoulder. The existing hard shoulder will be converted into a running lane to provide five lanes in each direction, with a new hard shoulder

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		pollution levels. And pond 7 is very close to residential property. How will this look visually for residents and how will it be made safe for children who might play in the area?		also being provided. Further details can be found on the General Arrangement Plans (TR010064/APP/2.2). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Pond locations have been optimised in terms of land take and through a combination of the hydraulic modelling of the drainage design as well as the location of the existing outfalls (watercourses or existing culverts). It is important that the drainage and water from the highway can reach the ponds and outfalls efficiently, without the need for pumping stations which would require increased permanent land take and add additional capital cost to deliver the Scheme. The Applicant will undertake a risk assessment during detailed design to determine the requirement for fencing to prevent misuse / trespass. The Risk Assessment will include looking at location of the pond relative to Public Rights of Way, housing, and general accessibility as well as the design of the pond in terms of bund provision and volume of detained water. Design work has been undertaken to improve biodiversity and integrate pond 7 into the landscape which is described in Chapter 7 Landscape and visual of the Environmental Statement (TR010064/APP/6.1). These measures are shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) and in addition comprise a new hedgerow boundary with hedgerow trees; new woodland which will be planted along the new embankment to screen views of the motorway, and areas of wet woodland, open areas of species rich grassland, aquatic and marginal planting. Temporary land used during the construction phase will be returned to the landowner once the construction phase is complete. A series of visualisations, shown in Figure 7.7: [Photomontages] of the Environmental Statement Figures (TR010064/APP/6.2), have been developed, which include views towards pond 7 and the Northern Loop, which have modelled the Scheme and mitigation planting at year 1 and year 15. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: [Landscape and visual impact assessment methodology] of the Environmental Statement Appendices (TR010064/APP/6.3).
217	Q4	As a resident living alongside the M60 the added noise pollution,air pollutants and the years of construction will adversely affect my families health sleep and quality of life and drastically reduce the value of our home	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement

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				(TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working impacting Warwick Avenue during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other

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				disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users where possible. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction. Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally. The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
218	Q4	WHAT CONCERNS ME IS: ACCESS VIA THE ONLY EXIT TO OUR HOMES SAFETY AT THE JUNCTION OF LIME /ROSS AVENUE INCREASED VOLUME OF TRAFFIC FROM TIPPER LORRIES USING ROUTE IN AND OUT OF	Y	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report

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		ESTATE AIR AND NOISE POLLUTION EFFECT ON PROPERTY PRICES		(TR010064/APP/5.1). The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e. an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e. some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.
219	Q4	I live nearby and can see the motorway from my home. It is only bad on weekdays from 4-6pm and not often at any other times. I cannot see any justification for this massive work to be done ruining the Greenland, the ponds and drainage and I have concerns of flooding risks especially if the ponds goes as well as wildlife's being affected. I would have thought the junction of m60/m62 as well as worsley area would be a priority as there are often traffic throughout the day and not just during rush hour	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).

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				The Scheme design includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The ponds are also required for water treatment. A detailed assessment of water quality has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Appendix 13.2. Water Quality Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). The assessment specifically looks at the issues arising from routine runoff from the road surface during operation. The assessment of potential impacts uses the Highways England Water Risk Assessment Tool, as detailed National Highways' Design Manual for Roads and Bridges LA 113. Highways England Water Risk Assessment Tool is a multi-step approach to assess the impacts of pollutants. Where impacts are identified recommendations to include Sustainable Drainage Systems have been incorporated into the design. Sustainable Drainage Systems (swales, attenuation ponds etc.) allow the water from the highway to be treated before being released. The results of the assessments suggest that all discharges from the Scheme are below the environmental quality standard thresholds for water quality. The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). In line with the Road Investment Strategy announcements improvements to other parts of the M60, such as the M60/M62 junction and in the Worsley area, are not part of the scope of the Scheme.
220	Q4	The raised elevation, increased traffic, increased noise, our proximity to the motorway being increased, all without any good information on how	N	The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to

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		this will be combatted to protect residents		houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. Noise pollution as a result of this change to the vertical geometry is negligible, as the alternative will be for traffic to use the Northern Loop passing over the top of the M66 southbound link which would still have traffic on embankment at the same height, irrespective of which link passes over the other. There will be more traffic using the Northern Loop than the M66 southbound diverge and link so having the loop lower down will be more beneficial in terms of noise. Furthermore, there are a low number of receptors near the loop who will be affected by noise. As set out in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1), there will be a localised increase in noise close to the Northern Loop, although it is not predicted to cause adverse impacts on surrounding noise sensitive receptors when assessment of the whole Scheme is taken into consideration. A Landscape and Visual Impact Assessment has been undertaken and is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment has looked at the impacts of the Northern Loop during the construction and operational phases. The environmental design shown on Figure 2.3 the Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and to provide landscape integration of the Northern Loop. The assessment has concluded that there will be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has aimed to maximise opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18 as a result of the Scheme. A series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044) to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the Environmental Statement Appendices (TR010064/APP/6.3).
221	Q4	There should be hard shoulders all along the motorway, for safety reasons. I live very close to the junction and adding an extra free-flow lane may bring the traffic closer to my home.	N	The Applicant confirms that the design for the M60 junction 17 to junction 18 includes a hard shoulder. The existing hard shoulder will be converted into a running lane to provide five lanes in each direction, with a new hard shoulder also being provided. Further details can be found on the General Arrangement Plans (TR010064/APP/2.2). The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic

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				changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. A Landscape and Visual Impact Assessment has been undertaken and is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment has looked at the impacts of the Northern Loop during the construction and operational phases. The environmental design shown on Figure 2.3 the Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and to provide landscape integration of the Northern Loop. The assessment has concluded that there will be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has aimed to maximise opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18 as a result of the Scheme. A series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044) to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the Environmental Statement Appendices (TR010064/APP/6.3).
222	Q4	Addition of hard shoulder J17/18 M60 would appear to be beneficial to all [in addition to disabled	N	The Applicant confirms that the design for the M60 junction 17 to junction 18 includes a hard shoulder. The existing hard shoulder will be converted into a running lane to provide five lanes in each direction, with a new hard

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		drivers/passengers]. A good wide hard shoulder assists in the various cases of breakdowns and accidents. Sufficient space is essential for disabled persons in vehicles stopped for various reasons. This subject has been raised at webinars and public information days.		shoulder also being provided. Further details can be found on the General Arrangement Plans (TR010064/APP/2.2).
223	Q4	I pass through 2/3 times and week and anything to ease congestion would make the journey easier	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
225	Q4	These are things you need to do to complete the scheme.	N	The Applicant acknowledges the comments received.
226	Q4	To prevent flooding if that is what they are for. Our concerns not only our home lifestyle volume of noise but the damage replacing greenery with concrete and more and more vehicles polluting our precious planet. It's coming to a fast change, you can tell by the weather and the melting of icebergs. Just to say I fear I do hope common sense will tell you to stop before it's too late.	N	The Applicant confirms the Scheme includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during operation of the Scheme. The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for

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				the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. In order to reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced and can be found at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan focuses on how the Scheme will reduce carbon emissions during the construction of the Scheme through measures such as potentially using electric (or alternative lower-carbon fuel) construction equipment instead of conventional diesel-powered construction plant and/or the use of low carbon materials. The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). There is little the Scheme can do to influence road user greenhouse gas emissions, therefore 'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050. The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation

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				Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1).
227	Q4	Why when do we need more and more motorways and the ore traffic on them instead of cutting down pollution, you're adding to it. We've lived on the embankment of the M62 for over 50 years, so we've had all the stress and anxiety your proposals bring. Last time you wanted to pull out family home down it broke our hearts and ruined the neighbourhood. We're in our 80s, and don't need our planet going through climate change at such a fast rate through a thoughtless few, think about our younger generations please.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. In order to reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced and can be found at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan focuses on how the Scheme will reduce carbon emissions during the construction of the Scheme through measures such as potentially using electric (or alternative lower-carbon fuel) construction equipment instead of conventional diesel-powered construction plant and/or the use of low carbon materials. The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during

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				construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). There is little the Scheme can do to influence road user greenhouse gas emissions, therefore 'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050.
228	Q4	I am concerned about the pollution and contaminated water flowing into these ponds. Also contaminated water getting into waterways. I do not think that large plant vehicles can use Ross Avenue, it is not safe and there is no room. The roads are destroyed down here already and the houses shake when the bin truck drives down the road.	Y	The Scheme design includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The ponds are also required for water treatment specifically to remove contaminants. A detailed assessment of water quality has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Appendix 13.2. Water Quality Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). The assessment specifically looks at the issues arising from routine runoff from the road surface during operation. The assessment of potential impacts uses the Highways England Water Risk Assessment Tool, as detailed National Highways' Design Manual for Roads and Bridges LA 113. Highways England Water Risk Assessment Tool is a multi-step approach to assess the impacts of pollutants. Where impacts are identified recommendations to include Sustainable Drainage Systems have been incorporated into the design. Sustainable Drainage Systems (swales, attenuation ponds etc.) allow the water from the highway to be treated before being released. The results of the assessments suggest that all discharges from the Scheme are below the environmental quality standard thresholds for water quality.

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				The Applicant confirms with regards to Ross Avenue and the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
229	Q4	To end the congestion around the area.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
230	Q4	Pond 2 is the only one to impact our local area and walkers. Currently don't own a car so the main impact will be construction and overflow of traffic while work takes place.	N	The Applicant confirms the Scheme design includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The ponds are also required for water treatment. A detailed assessment of water quality has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Appendix 13.2. Water Quality Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). The assessment specifically looks at the issues arising from routine runoff from the road surface during operation. The assessment of potential impacts uses the Highways England Water Risk Assessment Tool, as detailed in National Highways' Design Manual for Roads and Bridges LA 113. Highways England Water Risk Assessment

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				Tool is a multi-step approach to assess the impacts of pollutants. Where impacts are identified recommendations to include Sustainable Drainage Systems have been incorporated into the design. Sustainable Drainage Systems (swales, attenuation ponds etc.) allow the water from the highway to be treated before being released. The results of the assessments suggest that all discharges from the Scheme are below the environmental quality standard thresholds for water quality. The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way (including the Public Right of Way at Pond 2) affected during construction, except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). The Applicant has developed the construction methodology in relation to the current design of the Scheme and the space available on the existing network. The length of the programme of approximately three and a half years is driven by the intention to retain the existing number of traffic lanes open on the M60 / M66 / M62 during construction, to minimise the impact of construction on traffic. Maintaining the existing number of lanes on the network will mean there is little available working space during the daytime, which means we will need to introduce nighttime closures on the M60 / M66 / M62. The traffic management strategy, which gives an overview of the phases and the required network closures during construction, can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan details the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Outline Traffic Management Plan will be developed into the Traffic Management Plan for implementation during construction and secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1). The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes.
232	Q4	I don't see it makes a lot of difference. Which way	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines". A longlist of options was developed to

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				consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme does not aim to reduce traffic, it seeks to improve these issues and reduce congestion through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
233	Q4	Whilst agree with the general objectives of the Scheme have the following: 1, I do not understand the removal of access to the Simister interchange roundabout from M60 eastbound. This link should be kept as people will continue & possibly more so miss the innerloop and by having access to the roundabout can still get access to southbound M60 thereby improving safety. It also provides an alternative if the innerloop has an accident or roadworks. 2, I do not see any reason why the public right of way on the east side of the M66 southbound cannot continue to go inside the inner loop via a tunnel or footbridge. By diverting round it removes the public right of access to the existing areas impacting facilities for walkers, cyclists & horse riders. 3, Plan reduces the number & range of public rights of way between Whitefield golf course and the M60 impacting facilities for walkers, cyclists & horse riders. In addition to the new proposed northern right of way an east of Pond 6 public right of way should be established. 4, Would like to understand who will have the ongoing commitment to maintain the new/diverted public rights of way.	N	The Applicant confirms the eastbound link to the junction 18 circulatory connection has been removed as maintaining this connection will be difficult to provide clear signage and will cause driver confusion resulting in late lane change manoeuvres and an increased likelihood of accidents. In order to mitigate this new lane arrangement and junction layout, a traffic signing, and road marking design has been developed to ensure the Scheme operates as safely as possible. Advance Direction Signs will be provided along with new road markings, including destination markings in lanes to allow drivers to understand the new junction layout and to choose the correct lane for their required movement. These two methods combined will reduce the likelihood of late lane changes and driver confusion. The Applicant will also work closely with mapping companies and satellite navigation providers to ensure that links, lane suggestions and route guidance is introduced in a timely fashion in line with Scheme opening. The layout can be viewed in the General Arrangement Plans (TR010064/APP/2.2). The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1).

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		5, Plan should commit to improving the accessibility of the new public rights of way as part of your commitment to improving population & public health.		Realigning the public right of way to access the interior of the Northern Loop via a tunnel or a footbridge would not be appropriate as this would increase the Scheme costs and maintenance liability whilst not providing any additional benefit. It is not within the scope of the Scheme to improve the accessibility of the public rights of way not effected by the Scheme. With regards to Pond 6 and the public rights of way in the area, there will be no impact as a result of a significant change to the drainage strategy following Statutory Consultation. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme. This change will remove the impacts on the public rights of way around pond 6. Further details are available in the Consultation Report (TR010064/APP/5.1) Specific maintenance needs of the Public Rights of Way located on National Highways land will be monitored, and maintenance schedules adjusted to suit requirements. This maintenance will be undertaken primarily by the Applicant.
234	Q4	I live at Prestfield Court and this will hugely effect my quality of life. From noise pollution, which is already bad, to decreasing the value of my flat, as well as making it incredibly difficult to access the motorway (which I use daily) whilst road works are going on. I'm incredibly worried about how I'll get to and from work when the road works start, as I commute and have to use the motorway, and am seriously concerned about the times it'll add to my commute, plus as a first time home owner how it'll decimate my future finances.	N	The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to Prestfield Court would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. At Prestfield Court specifically, the noise model results indicate reductions in road traffic noise of between 4dB and 5dB on scheme opening as a result of implementing the noise mitigation mentioned above, and this is presented within Chapter 11 Noise and vibration of the ES (TR010064/APP/6.1). Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable. The Applicant has included Balmoral Avenue and Prestfield Court within the Order Limits as there may be works required to utilities infrastructure. The Applicant understands that utility works would be undertaken whilst maintaining access to properties, however, there may be short periods where vehicle access is restricted. Through discussions with the utility companies, any diversion works could be undertaken from Balmoral Avenue, meaning that access to Prestfield Court should still be possible via Thatch Leach Lane. The Applicant is still in the process of defining the scope of works required as the detailed design progresses and ongoing discussions take place with the utility companies. A detailed schedule and plan of work will be communicated with residents well in advance of works taking place to ensure residents understand the working hours, durations, expected disruption and access implications. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are

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				detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
235	Q4	It all sounds great. I like the introduction of wildlife areas, much needed. The extra lanes are 100% needed for travel towards white field. The current 2 lane eastbound towards whitefield is always backed up for at least 1/4 mile.	N	The Applicant acknowledges the comments received.
236	Q4	Walls around the golf course do not enable a full loop. Drainage will be artificial on motorways.	N	The Applicant is unclear which golf course the response is referring to; therefore the Applicant has answered for both Pike Fold Golf Course and Whitefield Golf course. Changes to the Public Rights of Way were shown in close proximity to both during the consultation period. The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is not within the scope of the Scheme to upgrade any of the public rights of way or permissive footpaths, this includes the Public Rights of Way located by Pike Fold golf course. With regards to Pond 6 and the public rights of way in the area, there will be no impact as a result of a significant change to the drainage strategy following Statutory Consultation. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme. This change will remove the impacts on the public rights of way around Whitefield Golf Course. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1). If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). The Scheme design includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement

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				Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The ponds are also required for water treatment. A detailed assessment of water quality has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Appendix 13.2. Water Quality Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). The assessment specifically looks at the issues arising from routine runoff from the road surface during operation. The assessment of potential impacts uses the Highways England Water Risk Assessment Tool, as detailed National Highways' Design Manual for Roads and Bridges LA 113. Highways England Water Risk Assessment Tool is a multi-step approach to assess the impacts of pollutants. Where impacts are identified recommendations to include Sustainable Drainage Systems have been incorporated into the design. Sustainable Drainage Systems (swales, attenuation ponds etc.) allow the water from the highway to be treated before being released. The results of the assessments suggest that all discharges from the Scheme are below the environmental quality standard thresholds for water quality.
238	Q4	Walks around the golf course do not enable a full loop. Drainage will be critical on motorways.	N	The Applicant is unclear which golf course the response is to; therefore The Applicant has answered for both Pike Fold Golf Course and Whitefield Golf course. Changes to the Public Rights of Way were shown in close proximity to both during the consultation period. The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is not within the scope of the Scheme to upgrade any of the public rights of way or permissive footpaths, this includes the Public Rights of Way located by Pike Fold golf course. With regards to Pond 6 and the public rights of way in the area, there will be no impact as a result of a significant change to the drainage strategy following Statutory Consultation. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme. This change will remove the impacts on the public rights of way around Whitefield Golf Course. Further details are available in Chapter 5 of the

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				Consultation Report (TR010064/APP/5.1) If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). The Scheme design includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The ponds are also required for water treatment. A detailed assessment of water quality has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Appendix 13.2. Water Quality Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). The assessment specifically looks at the issues arising from routine runoff from the road surface during operation. The assessment of potential impacts uses the Highways England Water Risk Assessment Tool, as detailed in National Highways' Design Manual for Roads and Bridges LA 113. Highways England Water Risk Assessment Tool is a multi-step approach to assess the impacts of pollutants. Where impacts are identified recommendations to include Sustainable Drainage Systems have been incorporated into the design. Sustainable Drainage Systems (swales, attenuation ponds etc.) allow the water from the highway to be treated before being released. The results of the assessments suggest that all discharges from the Scheme are below the environmental quality standard thresholds for water quality.
240	Q4	These do not directly affect me	N	The Applicant acknowledges the comments received.
241	Q4	Creating ponds addresses issues associated with predicted increased rainfall due to climate change.	N	Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1).

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Respondent ID:	**Question**	**Response:**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
245	Q4	It is already creating noise and discomfort. These lands are reducing the noise.	N	The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of 6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.
246	Q4	It is already creating noise and discomfort. These lands are reducing noise.	N	The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.
247	Q4	I strongly disagree with encroaching on greenbelt land and eroding these natural areas around the existing motorway. The plan should be to vastly improve NW public transport which is in a shocking state. We do not need more facilities for car travel.	N	The Applicant has undertaken a Landscape and Visual Impact Assessment which is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment has looked at the impacts of the Northern Loop during the construction and operational phases. The environmental design shown on Figure 2.3 the Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and also to provide landscape integration of the Northern Loop. The assessment has concluded that there will be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has aimed to maximise opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18 as a result of the Scheme. A series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044) to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the Environmental Statement Appendices (TR010064/APP/6.3). The Applicant has undertaken an Arboricultural Impact Assessment which is included in Appendix 7.5. Arboricultural Impact Assessment of the Environmental Statement Appendices (TR010064/APP/6.3). The Arboricultural Impact Assessment covers trees and woodland that could be affected by the Scheme and Figure

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				7.5.1 Tree Constraints Plan and Figure 7.5.2: Tree Removal Plan, Annex A of Appendix 7.5 of the Environmental Statement Appendices (TR010064/APP/6.3) show the locations of trees within the Order Limits, and those currently at risk of removal. The Arboricultural Impact Assessment also includes recommendations for tree protection measures during the construction phase, and also for the development of an Arboricultural Method Statement to detail how they will protect existing trees within temporary working areas. The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
248	Q4	Ruining the landscape outside the back of my house that I have lived in for over 30 years	N	The Applicant has undertaken a Landscape and Visual Impact Assessment which is included in the Chapter 7, Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment has looked at the impacts of the Northern Loop during the construction and operational phases. The environmental design shown on Figure 2.3 the Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and also to provide landscape integration of the Northern Loop. The assessment has concluded that there will be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has aimed to maximise opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18 as a result of the Scheme. A series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044) to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the

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				Environmental Statement Appendices (TR010064/APP/6.3).
249	Q4	Although any loss of land, creating hard shoulder/additional lane is regrettable, the congestion and environmental damage caused by queuing on the approach to J18 is probably worse. I cannot understand why a continuous free-flow link wasn't part of the original M60 orbital motorway.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant is unable to comment on why a continuous free flow link was not part of the original M60 orbital motorway.
250	Q4	It becomes too close to my property.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e. an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e. some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust

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				Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.
253	Q4	It is my view that the ponds and this link road will destroy the greenbelt and wildlife habitats will be destroyed. I understand there are peat deposits which will be impacted (releasing carbon into the atmosphere and preventing future restoration opportunities) What assessment has been undertaken about the upset of the badger sets on Egypt lane and the wild crested newts in situ across the area planned for the link road? I can't see this information? Simister Village Wetlands has any assessment been undertaken on the impact these plans will have on the biodiversity of that area? ie, the wild deer that frequent the area what will happen to those?	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant acknowledges the concerns around green belt farmland and the impacts of construction on the landscape and visual impacts. A Landscape and Visual Impact Assessment has been undertaken and is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment considered the impacts of the Northern Loop during the construction and operational phases of the Scheme. The environmental design shown on Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and also to provide landscape integration of the Northern Loop. The assessment has concluded that there would be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has maximised the opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18. The Scheme design includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of

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				CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The ponds are also required for water treatment. A detailed assessment of water quality has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Appendix 13.2. Water Quality Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). The assessment specifically looks at the issues arising from routine runoff from the road surface during operation. The assessment of potential impacts uses the Highways England Water Risk Assessment Tool, as detailed in Design Manual for Roads and Bridges LA 113. Highways England Water Risk Assessment Tool is a multi-step approach to assess the impacts of pollutants. Where impacts are identified recommendations to include Sustainable Drainage Systems have been incorporated into the design. Sustainable Drainage Systems (swales, attenuation ponds etc.) allow the water from the highway to be treated before being released. The results of the assessments suggest that all discharges from the Scheme are below the environmental quality standard thresholds for water quality. Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1) summarises the baseline information available with respect to potential peatland habitats and assesses the potential effects of the Scheme on peat, including loss of peat and impacts on peat-dependent habitats. Further information in relation to the presence and potential impacts on peat can be found in Chapter 9 Geology and Soils, Chapter 10 Material Assets and Waste and Chapter 14 Climate of the Environmental Statement. In consultation with Natural England appropriate mitigation for the management and handling of soil materials, including any peat, is described within the Outline Soil Management Plan in Appendix F of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Soil Management Plan will be developed into the Soil Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The results of Scheme specific soil surveys and ground investigations indicate that there are limited existing peat soils on site. At most locations, only limited and isolated buried peat has been identified, with those peaty soils/horizons encountered tending to be clustered in the north-west of the Order Limits where fewer permanent works will take place. The results of the soil surveys and ground investigations is summarised in Chapter 9 Geology and Soils of the Environmental Statement (TR010064/APP/6.1), with the detailed survey reports provided in Appendix 9.2: Agricultural Land Classification Survey Report and Appendix 9.3: Ground Investigation Report of the Environmental Statement Appendices (TR010064/APP/6.3). Potential greenhouse gas emissions associated

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				with the extraction of peat soils are presented in Section 14.10 of Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1). There may be situations where excavation of peat is unavoidable due to safety concerns as peat deposits are highly compressible and would introduce a potential risk for excessive settlement and lateral movement following construction if left in-situ. If an embankment were to be constructed on the peat material, this could result in damage and/or collapse of the highway. Not addressing this issue would be an unacceptable risk to introduce during operation of the Scheme. Remedial measures to reduce secondary consolidations and settlement involve the excavation and replacement of the peat material with granular fill, followed by the installation of band drains. Any peat/peaty material excavated during the works would be handled in accordance with the Outline Soil Management Plan in Appendix F of the First Iteration Environmental Management Plan (TR010064/APP/6.5), which has been developed in accordance with good practice guidance and would help mitigate potential adverse effects on all soil resources. Assessment of the impact on these small peaty pockets is being carried out in consultation with Natural England; details of this consultation will be captured within a Statement of Common Ground which will be submitted to the Examining Authority during the course of the examination. Potential greenhouse gas emissions associated with the extraction of peat soils are presented in Section 14.10 of Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1) and are shown to make a relatively minor (approximately 4%) contribution to total estimated construction phase greenhouse gas emissions. The Applicant has undertaken a detailed assessment of biodiversity as part of the environmental impact assessment for construction and operation of the Scheme as set out in Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1). This provides a full assessment of the effects of the construction and operation of the Scheme on wildlife, including badgers and great crested newts, and the habitats they rely upon. This includes several different types of wildlife including birds, badgers, and other small animals. Deer are not scoped into the assessment, as they are not classified as a protected species, however the risks of collisions would be considered when determining the requirements for deer proof fencing from a human safety perspective at detailed design stage. Appendix 8.6 Breeding Bird Survey Report and Appendix 8.7 Wintering Bird Survey Report of the Environmental Statement Appendices (TR010064/APP/6.3) address breeding birds and wintering birds, respectively. The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area.

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				The Applicant is not aware of Simister Village Wetlands but has however undertaken an assessment of an appropriate buffer around the Scheme which includes all habitats and designated sites with the potential to be affected by the Scheme. Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1) is supported by Appendix 13.5 Groundwater Dependent Terrestrial Ecosystems Report of the Environmental Statement Appendices (TR010064/APP/6.3) to identify where construction or operation of the Scheme would lead to an impact on groundwater dependent habitats.
254	Q4	The Trees Estate is a small estate and the extra traffic that is large heavy trucks blasting through the estate will be detrimental to our homes and be dangerous to the public and children playing on the streets when making a new large pond.	Y	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
255	Q4	Feel scheme is unnecessary	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1).
256	Q4	Potential risk of flooding to properties immediately bordering the ponds. Destruction of existing footpaths across the proposed site. Replacement footpaths are being placed along routes which are in one case currently inaccessible. The other is flooded and muddy for at least 8 months of the year. The route chosen to enter the area of development for drainage pond, Chestnut Ave, Beechave (North),	Y	The Applicant confirms the Scheme design includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change.

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		Oak & Ross Ave would impair environment. Number of tipper lorries access and egressing the estate. Traffic harmful for children who live on the Estate.		Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The ponds are also required for water treatment. A detailed assessment of water quality has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Appendix 13.2. Water Quality Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). The assessment specifically looks at the issues arising from routine runoff from the road surface during operation. The assessment of potential impacts uses the Highways England Water Risk Assessment Tool, as detailed National Highways' Design Manual for Roads and Bridges LA 113. Highways England Water Risk Assessment Tool is a multi-step approach to assess the impacts of pollutants. Where impacts are identified recommendations to include Sustainable Drainage Systems have been incorporated into the design. Sustainable Drainage Systems (swales, attenuation ponds etc.) allow the water from the highway to be treated before being released. The results of the assessments suggest that all discharges from the Scheme are below the environmental quality standard thresholds for water quality. The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). With regards to Pond 6 and the public rights of way in the area, there will be no impact as a result of a significant change to the drainage strategy following Statutory Consultation, held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme. This change will remove the impacts on the public rights of way around pond 6. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
257	Q4	Scheme unnecessary	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging

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				and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1).
258	Q4	Sort out original drains review as required. Ponds will only be a hazard and accident waiting to happen.	N	The Applicant confirms the Scheme design includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The ponds are also required for water treatment. A detailed assessment of water quality has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Appendix 13.2. Water Quality Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). The assessment specifically looks at the issues arising from routine runoff from the road surface during operation. The assessment of potential impacts uses the Highways England Water Risk Assessment Tool, as detailed National Highways' Design Manual for Roads and Bridges LA 113. Highways England Water Risk Assessment

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				Tool is a multi-step approach to assess the impacts of pollutants. Where impacts are identified recommendations to include Sustainable Drainage Systems have been incorporated into the design. Sustainable Drainage Systems (swales, attenuation ponds etc.) allow the water from the highway to be treated before being released. The results of the assessments suggest that all discharges from the Scheme are below the environmental quality standard thresholds for water quality. A risk assessment will be completed with regards to the safety of the ponds, where the assessment shows that it is necessary, ponds will be fenced off from the public to prevent misuse / trespass. The Risk Assessment will be undertaken at detailed design and will l include looking at the location of the pond relative to Public Rights of Way, housing, and general accessibility as well as the design of the pond.
259	Q4	Drainage ponds appear to encroach on public land and affect public rights of way for walkers. Heaton Park is a popular amenity and any loss of land is a loss to public recreational activities.	N	The Applicant confirms the Scheme design includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The ponds are also required for water treatment. A detailed assessment of water quality has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Appendix 13.2. Water quality Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). The assessment specifically looks at the issues arising from routine runoff from the road surface during operation. The assessment of potential impacts uses the Highways England Water Risk Assessment Tool, as detailed National Highways' Design Manual for Roads and Bridges LA 113. Highways England Water Risk Assessment Tool is a multi-step approach to assess the impacts of pollutants. Where impacts are identified recommendations to include Sustainable Drainage Systems have been incorporated into the design. Sustainable Drainage Systems (swales, attenuation ponds etc.) allow the water from the highway to be treated before being released. The results of the assessments suggest that all discharges from the Scheme are below the environmental quality standard thresholds for water quality. The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the

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				construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). The Applicant confirms that no acquisition of land is required from Heaton Park as it is outside the Scheme boundary. Access to Heaton Park is not impacted by any of the Public Right of Way diversions.
261	Q4	Congestion gets very bad during rush hour extra lanes would help reduce this	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
262	Q4	I wish to complain that Q3.3 is very misleading: "Addition of a hard shoulder between junctions 17 and 18 of the M60". Following a visit to your pubic consultation today, [anonymised] from NH has informed me there will only by 56% full hard shoulder between J17 and J18. Please can you confirm this? With the pausing of Smart Motorways without hard shoulders, if there is not a full hard shoulder between J17 and J18 as described in the public consultation document, I would like to formally object to the proposal.	N	The Applicant confirms that the design for the M60 junction 17 to junction 18 includes a hard shoulder. The existing hard shoulder will be converted into a running lane to provide five lanes in each direction, with a new hard shoulder also being provided. Further details can be found on the General Arrangement Plans (TR010064/APP/2.2). The existing provision of hard shoulder on the M60 eastbound between junctions 17 and 18 is 51%. Whilst it appears to be a full hard shoulder presently, the cross-sectional width of some of the sections are narrower than the compliant width of 3.0m. To be classified as compliant the hard shoulder must be 3.0m or more, as set out in National Highways' Design Manual for Roads and Bridges, sections which are less than this cannot be classified as a hard shoulder[da1][AT2]. The Applicant is increasing the provision of compliant hard shoulder to the M60 junction 17 to junction 18 as part of the Scheme.
264	Q4	The proposals seem fair and reasonable and I don't feel another solution would be workable. Its a pity the ponds aren't a bit bigger, you could get	N	The Applicant confirms the ponds are provided for the purposes of water attenuation and/or water quality treatment. Where the ponds are provided for attenuation, they have been sized to accommodate the rainfall events in line with National Highways' Design Manual for Roads and Bridges.

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		United Utiliies to part fund them as reservoirs for emergency drought use.		Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The ponds are also required for water treatment. There would be significant consideration/consultation needed to consider the provision of reservoirs instead of ponds. There would be the introduction of additional regulations that would need to be considered (above a certain size defined by the Reservoirs Act 1975) which would lead to additional maintenance requirements. There would also be the associated issues regarding increased land take, increased costs, and potential flood risk implications downstream of the Scheme. Reservoirs would need to be significantly larger than the provision of ponds in order to hold enough water to support any emergency drought use, which as this is not required to offset the impacts of the Scheme is not within the scope.
265	Q4	Reinstating the hard shoulder for safety reasons, I tow a horse trailer and won't drive on motorways without hard shoulder unless I absolutely have to in case I break down. Habitat and wildlife benefits in the creation of new ponds	N	The Applicant confirms that the design for the M60 junction 17 to junction 18 includes a hard shoulder. The existing hard shoulder will be converted into a running lane to provide five lanes in each direction, with a new hard shoulder also being provided. Further details can be found on the General Arrangement Plans (TR010064/APP/2.2).
266	Q4	This junction becomes cloged very quickly with only a minor increase in traffic volumes. It does need improvement and soon. This road layout looks like it will work and is worth the sacrifice of land to the plan. It looks to have been well thought through. I will not comment on the right of way or landscape aspects as I am not a local resident and do not regularly walk in that area. Growing traffic volumes are a serious worry. As a nation we need to find ways to reduce our travelling.	N	The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
267	Q4	This junction is overwhelmed by current traffic levels so any improvement is hugely welcome. However the principal problem on the M60 is around the junctions between the M60 and M61 at Worsley and M62 at Eccles. I have never understood why all that money was spent on the recent smart motorway development and yet not a single extra lane was created on the M60 between these two junctions. If these junctions were freed up it would prevent traffic backing up at peak times.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). In line with the RIS announcements improvements to other areas of the M60, at Eccles and Worsley are not within the scope of the Scheme.

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268	Q4	We should be trying to reduce the number of people driving NOT providing additional road space to accommodate more vehicles!! National Highways should focus on maintaining the existing roads and work with other organisations to develop measures to encourage people to move to using other types of transport for shorter journeys, which would solve your congestion problems on the network without encouraging more driving and ruining the planet in the process! This money could be much better spent on active travel or public transport measures.		The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
269	Q4	My main concern is reducing the impact on the environment and wildlife in the area as much as possible. I'm not sure what impact the ponds would have, but in my opinion not necessary to add another lane for a hard shoulder	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Action and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a detailed assessment of biodiversity as part of the environmental impact

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				assessment for construction and operation of the Scheme as set out in Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1). This provides a full assessment of the effects of the construction and operation of the Scheme on wildlife and the habitats they rely upon. This includes several different types of wildlife including birds, badgers, and other small animals. Appendix 8.6 Breeding Bird Survey Report and Appendix 8.7 Wintering Bird Survey Report of the Environmental Statement Appendices (TR010064/APP/6.3) address breeding birds and wintering birds, respectively. The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. With implementation of mitigation (as outlined within Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5), no significant effects are predicted for any biodiversity receptor. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Scheme design includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The ponds are also required for water treatment. A detailed assessment of water quality has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Appendix 13.2. Water Quality Assessment Report of the Environmental Statement (TR010064/APP/6.3). This specifically looks at

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				the issues arising from routine runoff from the road surface during operation of the Scheme. The assessment of potential impacts uses the Highways England Water Risk Assessment Tool, as detailed in National Highways' Design Manual for Roads and Bridges LA 113. Highways England Water Risk Assessment Tool is a multi-step approach to assess the impacts of pollutants. Where impacts are identified recommendations to include Sustainable Drainage Systems have been incorporated into the design. Sustainable Drainage Systems (swales, attenuation ponds etc.) allow the water from the highway to be treated before being released. The results of the assessments suggest that all discharges from the Scheme are below the environmental quality standard thresholds for water quality. The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
270	Q4	Best option for driver visibility, increased lanes for flow Diversion of any public right of way is always going to be controversial, but should not stand in the way of much needed development to keep this part of the network flowing.	N	The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1).
271	Q4	There is so much traffic built up especially at peak times that a 20 minute journey takes 1 hour 30 minutes which is so frustrating.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that

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				network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
272	Q4	The work will improve travel time of vehicles passing through the location, ease the stress on drivers and reduce the noxious fume levels which will help the environment.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
274	Q4	The proposed route through the Trees Estate via Chestnut Avenue, Beech Avenue, Oak Avenue and Ross Avenue to the proposed Pond 6 will cause extreme disruption to the residents of this cul de sac estate, as there is only one entrance in and out of the estate and as it was built in the 1930's the roads were not created to take todays volume of normal everyday traffic. The tipper lorries will cause the residents extreme disruption in trying to get in and out of the estate , and will also cause extreme difficulties for emergency services to attend to the residents of the estate as well as the residents of the Top of the Trees old people's home. It will also create an even more dangerous junction at Lime Avenue, Ross Avenue, Robin Lane and Oak Avenue particularly for school children and the elderly. The detrimental effect to the road surfaces, the noise pollution, air pollution, dust, mud, damage and destruction to the habitat of the plants and animals in that part of the golf course earmarked for pond 6. The risk of flooding to the properties bordering the pond whilst taking the run off from the motorway, and the smell from stagnant water if there is a lack of rainfall, detrimental to the health and well being of the residents. The devaluation of our homes, for several years not only whilst the work is being carried out but for years to come, due to the lorries	Y	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).

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		using the estate. An alternative route should be used for this work.		
276	Q4	Climate change seems to be bringing more rain and this needs to be accounted for in sufficient drainage so roads are safe and floods avoided.	N	The Applicant confirms the Scheme includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The ponds are also required for water treatment. A detailed assessment of water quality has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Appendix 13.2. Water Quality Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). The assessment specifically looks at the issues arising from routine runoff from the road surface during operation. The assessment of potential impacts uses the Highways England Water Risk Assessment Tool, as detailed in National Highways' Design Manual for Roads and Bridges LA 113. Highways England Water Risk Assessment Tool is a multi-step approach to assess the impacts of pollutants. Where impacts are identified recommendations to include Sustainable Drainage Systems have been incorporated into the design. Sustainable Drainage Systems (swales, attenuation ponds etc.) allow the water from the highway to be treated before being released. The results of the assessments suggest that all discharges from the Scheme are below the environmental quality standard thresholds for water quality.
277	Q4	(1) we know that road provision leads to increased traffic not a reduction. I challenge the team to give examples of where road widening or increased lanes has led to a reduciton in traffic. A reduction intraffic is needed to mee the Climate Emergency. (2) the increased traffic that will result will lead to further noise and air pollution whatever the mitigation measures used. (3) we really must preserve and not build on in any	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1).

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		way green space and our precious Peat lands. The lans taken up be the increased lanes, increased hard shoulder, loop interchange and draiage ponds will all eat into and destroy habitats. In this time of climate emergency it is more important than ever tpo [reserve and enhance biopdiverwity, reserve and conserve peatlands, and these plans will add to those losses already planned through GMCA Places for Everyone. I appreciate the traffic problems at this part of M62 but the solution must be a reduction in vehicles and journeys, not more roads. I would welcome a plan to achieve this.		The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme does not aim to reduce traffic, it seeks to reduce congestion through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. In order to reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced and can be found at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan focuses on how the Scheme will reduce carbon emissions during the construction of the Scheme through measures such as potentially using electric (or alternative lower-carbon fuel) construction equipment instead of conventional diesel-powered construction plant and/or the use of low carbon materials. The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). There is little the Scheme can do to influence road user greenhouse gas emissions, therefore 'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and

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				construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050. The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1) summarises the baseline information available with respect to potential peatland habitats and assesses the potential effects of the Scheme on peat, including loss of peat and impacts on peat-dependent habitats. Further information in relation to the presence and potential impacts on peat can be found in t: Chapter 9 Geology and soils, Chapter 10 Material assets and Waste and Chapter 14 Climate of the Environmental Statement. In consultation with Natural England appropriate mitigation for the management and handling of soil materials, including any peat, is described within the Outline Soil Management Plan in Appendix F in the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Soil Management Plan will be developed into the Soil Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).

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				The results of Scheme specific soil surveys and ground investigations indicate that there are limited existing peat soils on site. At most locations, only limited and isolated buried peat has been identified, with those peaty soils/horizons encountered tending to be clustered in the north-west of the Order Limits where fewer permanent works will take place Potential greenhouse gas emissions associated with the extraction of peat soils are presented in Section 14.10 of Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1). There may be situations where excavation of peat is unavoidable due to safety concerns as peat deposits are highly compressible and would introduce a potential risk for excessive settlement and lateral movement following construction if left in-situ. If an embankment were to be constructed on the peat material, this could result in damage and/or collapse of the highway. Not addressing this issue would be an unacceptable risk to introduce during operation of the Scheme. Remedial measures to reduce secondary consolidations and settlement involve the excavation and replacement of the peat material with granular fill, followed by the installation of band drains. Any peat/peaty material excavated during the works would be handled in accordance with the Outline Soil Management Plan in Appendix F the First Iteration Environmental Management Plan (TR010064/APP/6.5), which has been developed in accordance with good practice guidance and would help mitigate potential adverse effects on all soil resources. The Outline Soils Management Plan will be developed into the Soils Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Assessment of the impact on these small peaty pockets is being carried out in consultation with Natural England; details of this consultation will be captured within a Statement of Common Ground which will be submitted to the Examining Authority during the course of the examination. Potential greenhouse gas emissions associated with the extraction of peat soils are presented in Section 14.10 of Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1) and are shown to make a relatively minor (approximately 4%) contribution to total estimated construction phase greenhouse gas emissions. Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1) provides a full assessment of the effects on wildlife and the habitats they rely upon, from habitat loss and changes in air quality, noise and vibration, and water quality due to the construction and operation of the Scheme. The chapter details the embedded and essential mitigation required to offset impacts. These measures are set out within the Register of Environmental Actions and Commitments contained within the First Iteration Environmental Management Plan (TR010064/APP/6.5) which will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 8 Biodiversity of the Environmental Statement concludes there would be no significant effects (i.e., moderate, large of very large effects) once mitigation has been taken into account on any biodiversity receptor due to construction and operation of the Scheme. The Applicant will implement a landscaping scheme as shown of Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) which will provide a net gain (3.68% for area in habitats and 58.50% for hedgerows) in the value of habitats for those lost as a result of the Scheme (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3), maximising biodiversity delivery.
279	Q4	My address is [Anonymised] Mode Hill Lane, [Anonymised] next to the field which will house the workers cabins. My main concern is the noise & disruption to the	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic

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		area which is going to directly affect my household. M66 slip road passing over the Northern Loop instead of under - this will be an eyesore & the noise level is likely to be higher as the traffic is higher. Addition of hard shoulders & carriageways will increase noise at the building stage & possible post completion.		extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The road traffic noise at 18 Mode Hill Lane is predicted to decrease by 1.6dB with the Scheme. Changes in road traffic noise of 3dB or more can be perceptible to people, so this reduction in road traffic noise is not likely to be noticeable at this location. The design of the Northern Loop and M66 southbound diverge slip and link road has been optimised to prioritise road safety and material efficiency during construction refer to Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1) for more detail. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text

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				message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). A Landscape and Visual Impact Assessment has been undertaken and is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment has looked at the impacts of the Northern Loop during the construction and operational phases. The environmental design shown on Figure 2.3 the Environmental Masterplan of the Environmental Statement (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and also to provide landscape integration of the Northern Loop. The assessment has concluded that there would be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has aimed to maximise opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18. A series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044) to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the Environmental Statement Appendices (TR010064/APP/6.3).
281	Q4	I fundamentally agree with the scheme to create the loops and mitigate the need for traffic to traverse the roundabout and eventually render it not needed entirely. However A lot of the scheme is referencing 17 to 18 traffic but the issue I have is that if you create a single hard shoulder lane to get onto the m60 it needs to be very clear that the left of the two lanes is for 60 junction 18 only with the inability to exit that lane. Or if the intention is to just have 1 lane getting on then i would challenge the planners to get across to the m62 now when traffic is reasonably light and slowing down then consider the effects of 5 lanes with traffic not slowing down at all. You are simply increasing the closing speeds and shortening the distance to go across more lanes. It would almost be better to have 17 traffic having to go via the loop and the option to join the 62 and 60 given to mitigate	N	The Applicant confirms that the corridor between M60 junction 17 and junction 18 will require traffic movements to access the diverges on the M60 eastbound at M60 junction 18. These conflicts will not be significantly different to the existing conflicts in the current arrangement. A traffic signing and road marking design has been developed to ensure the M60 junction 18 eastbound diverge operates as safely as possible. In 2019 the M60 junction 17 – junction 18 link had a lower collision rate per billion miles than the national motorway average and it is anticipated that this safety record will continue after the Scheme is completed. The year 2019 has been used as a comparison year as it was after the conversion to controlled motorway had been completed and before the impacts of Covid Pandemic, which resulted in far fewer motorway journeys being taken and therefore was not wholly representative of demand. Further details can be found in the Transport Assessment (TR010064/APP/7.4). Traffic joining M60 eastbound at junction 17 wishing to access the M60 southbound will stay in the new lane 1 without merging with other lanes prior to the junction 18 diverge. Traffic joining the M60 eastbound at junction 17 and wishing to access M66 northbound would need to make one lane change movement. Traffic joining the M60 eastbound at junction 17 wishing to continue eastbound on M62 will still be required to make two lane change movements to access lane 3, which is a similar number of lane changing movements to the existing arrangement, considering that the current merge at junction 17 is a taper merge. Advanced directional signage and road markings will be provided to help motorists identify which lanes they need to be in. Further details can be found on the General Arrangement Plans (TR010064/APP/2.2). The Applicant has reviewed the alternative design, it was considered during the initial stages of the development of the Scheme. Within the initial stages, over 150 alternative design combinations were considered, which were refined down to six design options which were progressed by the Applicant based on criteria such as affordability,

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		accident risk. This would allow traffic on the 60 going through 17 to the 62 to free flow as well without drivers crossing. There just doesn't seem to be a lot of consideration being taken for non 66 and 60 traffic from 17 which I can assure you in peak times is a hell of a lot and actually aided by the slow moving traffic at times to get out		construction duration, environmental impact, land take and ability to meet the Scheme objectives. Subsequently, from these six options, two were shortlisted for further consideration and an options consultation on these two remaining options (Northern Loop and Inner Links) took place between June and August 2020. The reasons why these two options were retained, and the other four options were discounted can be found in the Options Consultation Brochure at Appendix A of the Consultation Report Annexes (TR010064/APP/5.3). Following the outcome of the options consultation, the Northern Loop was announced as the Preferred Route in January 2021. Appendix B of the Consultation Report Annexes contains the details of this "Preferred Route" announcement including the reasons why it was chosen.
284	Q4	More space for those in an emergency is never a bad thing. I don't know which part of the M60 is being spoken about sorry - I don't think I've ever driven it. Better drainage features is also never a bad thing, helps keep roads in a better condition for longer and reduces accidents by reducing surface water.	N	The Applicant acknowledges the comments received.
285	Q4	Second attempt as the system deleted my text but I can be contacted for more detail should this be needed. Our comments mainly relate to proposed POND 6 and Trees Estate through Chestnut Avenue. This is a Cul de Sac estate built in 1930's and roads are not adequate for regular commercial vehicle of the likes expected. The Road surface is poor in quality now so this will be aggravated by heavy traffic. One entrance and exit to & from the estate. Concern to the residence with increased traffic volume. Emergency vehicle access/exit is a concern to residence and Top of the Fields OAP's residence. Would create an even more dangerous corner / junction at Lime Avenue for OAP's and Children. Schools in close proximity . Detrimental effect on noise, air pollution through	Y	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).

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		MORE traffic an the dust, mud road, general damage and destruction to road surface. Habitat destruction to locals and wildlife must be a concern. Concern of the water pollution brought about by use of the area Concern over this proposal to health and effects mentally to residents who now live in a Cul -de -Sac estate by the likely introduction of more traffic. The value effects of the work and the time involved. We have been subjected to this a few years ago by Highways Department and reversed decision and removed people living comfortable for years being outed and some less than favourable people being placed into properties and has taken more years to recover.		
286	Q4	I don't think this scheme is needed. It's a colossal waste of money for one single road. This money shouldn't be spent on easing traffic (if you make space, cars will fill it...)...it should be spent on active and sustainable travel alternatives. It's a really irresponsible use of public money when we should be getting cars off the road instead of creating additional space for them. I think it will cause immense levels of disruption to residents and the local environment, most of whom will not see any benefit of this scheme.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and

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				major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives. The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
287	Q4	Wary of increase of size of motorway and impact on house prices. Also don't think the access/work being done using the bottom end of Balmoral Avenue has been thought through (including impact on residents) as road is already very narrow and people have to park outside of their homes which there will be very limited or no access to do so to allow HGVs/work vans through.	N	The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme. The Applicant has included Balmoral Avenue within the Scheme Order Limits as there may be works required to utilities. The Applicant understands utility works will be undertaken whilst maintaining access to properties, however, there may be short periods where vehicle access is restricted. If vehicle access is restricted, this would be communicated well in advance to residents and would be of short-term duration. It should be noted that the scope of these works may change depending on design developments and further site investigation into the exact location of existing utilities. The Applicant is still in the process of defining the scope of works required within these areas and once this is fully understood residents will be consulted. A detailed schedule and plan of work will be communicated with residents well in advance of works taking place to ensure residents understand the working hours, durations, expected disruption and access implications. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation

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				during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
288	Q4	Although I think road building should be reconsidered, this interchange is always busy and suffers from a lack of space.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
289	Q4	All this work is unnecessary as it would have massive impact on extra traffic off the motorway network and as an existing resident was affected by previous experience whereby our water table was drastically affected causing flooding. The main work needs to be concentrated at the M51/M60 junction	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation

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				Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). In line with the Road Investment Strategy announcements improvements to other areas of the M60, such as the M51/M60 junction are not within the scope of the Scheme. The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Scheme includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during operation of the Scheme.
290	Q4	Having M66 slip road over means there is potential for it to expand in the future	N	The Applicant acknowledges the comments received.
292	Q4	This junction has been long overdue an upgrade. So the proposals look like it will improve traffic flow.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
293	Q4	This will significantly affect my family's quality of life, health and well-being and I oppose this proposal.	N	The Applicant sets out in Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) the assessment the effect of the Scheme on health (including mental health) and wellbeing

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				following National Highways'' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.
294	Q4	We strongly object to removal of existing rights of way that we use to walk and exercise on. We do not like the newly proposed rights of way particularly near pond 6 because they are on ground that is boggy and the good paths are where the pond is planned to be made. We are worried about the impact of you using residential streets as the route to storage and construction at pond 6. We regularly use this route to access public transport and local amenities on foot. Your proposed route will result in increased air pollution, increased noise pollution, and an increase in the number of heavy vehicles. Heavy vehicles are a danger to pedestrians and cyclists especially on quiet residential streets.	Y	The Applicant confirms with regards to Pond 6 and the public rights of way in the area, there will be no impact as a result of a significant change to the drainage strategy following Statutory Consultation. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme. This change will remove the impacts on the public rights of way around pond 6. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
295	Q4	I believe the proposed construction to junction 19 and the impact on the surrounding area's will have a massive negative impact to the local area and as member of the Bury community I can for see the suffering this will cause everyone locally and nationally, the construction alone will cause huge delays for years and defiantly more than the stated construction time, as previous roadworks on the M60 have over run and have cause more suffering to the locals. This can further be predicted by components shortages we now face globally there is no guarantee any way of predicting the increase time frame this will cause. The environmental impact on the surrounding area will massive including the carbon foot print from just	N	The Applicant can confirm there will be no work at either M60 junction 19 or M62 junction 19. It is assumed the respondent means M60 junction 18. The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1).

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		from curing concrete construction, construction vehicle, material transport, increased pollution from traffic jams and the excavation of the land to mention a few this would take a month to cover. What real benefit will this have there much busier junction to tackle on the M60 such as junction 12. The money for this project could be better utilized for public transport, local schools hospitals, or by offering help to buy electric car that will actually reduce pollution in the greater Manchester area that would be a great highway agency project . Me my family and generation of my family have contributed untold amounts of Tax revenue for the people of this country as have others and yet it is invested unwisely government after government agency after agency. Why is this ? As for my reasons and views for question 3 including the above I will bullet point them below. q1. traffic disruption and environmentally destructive q2.never a huge que q3 hard shoulders should always be employed there was one there before more now pointless road works q4 creation of drainage feature due to the construction is not a positive it a double negative q5 q6 q7 q8 public right of way should not be infringed due to the needless construction of this existing junction that was originally created to improve transport (it has not) the rest of the question how are ponds going to benefit any thing especially when the land is scared with a colossal land fill mounting. the unbelievable short sight of this must mean there is a lot of money involved in this and there are a lot of greedy companies that will profit from this nonsense.		The current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users where possible. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction. The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. In order to reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced and can be found at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan focuses on how the Scheme will reduce carbon emissions during the construction of the Scheme through measures such as potentially using electric (or alternative lower-carbon fuel) construction equipment instead of conventional diesel-powered construction plant and/or the use of low carbon materials. The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). There is little the Scheme can do to influence road user greenhouse gas emissions, therefore 'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and

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				construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050. The Applicant confirms that the design for the M60 junction 17 to junction 18 includes a hard shoulder. The existing hard shoulder will be converted into a running lane to provide five lanes in each direction, with a new hard shoulder also being provided. Further details can be found on the General Arrangement Plans (TR010064/APP/2.2). The Scheme design includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). It is not within the scope of the Scheme to upgrade any of the public rights of way or permissive footpaths. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The ponds are also required for water treatment. A detailed assessment of water quality has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Appendix 13.2. Water Quality Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). The assessment specifically looks at the issues arising from routine runoff from the road surface during operation.

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				The assessment of potential impacts uses the Highways England Water Risk Assessment Tool, as detailed in National Highways' Design Manual for Roads and Bridges LA 113. Highways England Water Risk Assessment Tool is a multi-step approach to assess the impacts of pollutants. Where impacts are identified recommendations to include Sustainable Drainage Systems have been incorporated into the design. Sustainable Drainage Systems (swales, attenuation ponds etc.) allow the water from the highway to be treated before being released. The results of the assessments suggest that all discharges from the Scheme are below the environmental quality standard thresholds for water quality.
296	Q4	Simister island and the m62 are based higher than the m66 and would generate a bigger inconvenience, where the m66 goes from 4 lanes to 2, should me widened to accommodate the cars going from m66 south to carry on as intended like as is coming from m60 north towards stage island	N	Without further information, the Applicant is unsure what the alternative design suggested will look like and therefore is unable to comment on its appropriateness. However, within the initial stages, over 150 alternative design combinations were considered, which were refined down to six design options which were progressed by the Applicant based on criteria such as affordability, construction duration, environmental impact, land take and ability to meet the Scheme objectives. Subsequently, from these six options, two were shortlisted for further consideration and an options consultation on these two remaining options (Northern Loop and Inner Links) took place between June and August 2020. The reasons why these two options were retained, and the other four options were discounted can be found in the Options Consultation Brochure at Appendix A of the Consultation Report Annexes (TR010064/APP/5.3). Following the outcome of the options consultation, the Northern Loop was announced as the Preferred Route in January 2021. Appendix B of the Consultation Report Annexes contains the details of this "Preferred Route" announcement including the reasons why it was chosen.
297	Q4	Come on now. Question 3 was enormous. Do you really want a pamphlet?	N	The Applicant's consultation materials were intended to seek view and allow informed responses from a wide range of consultees including the general public, land interests affected by the Scheme, statutory bodies, for example, the Environmental Agency and Natural England, and the local authority (Bury Metropolitan Borough Council). Further details can be found in the Consultation Report (TR010064/APP.5.1). Question 3 sought views on changes from the preferred route announcement design to enable a wide range of consultees, including affected land interests, prescribed consultees, the local authority as well as the general public to influence the design that now forms the application for development consent
298	Q4	The use of land in the proposal is not space efficient and will increase the cost of the scheme, not representing the best value for public money. Attenuation Pond 1 could be located closer to the loop or within the inner area of the Northern Loop. The proposed location of Pond 1 is not space efficient.	N	With regards to land use, the permanent (coloured pink) and temporary (coloured green) land use required for the Scheme is illustrated on the Land Plans (TR010064/APP/2.3). The land requirements are optimised as far as possible in line with the overall new infrastructure required and environmental mitigation needed such as landscape planting and provision of new drainage ponds. However, the Applicant will continue to develop the design and will where possible refine the permanent land use even further. The Applicant confirms that Pond locations have been optimised in terms of land take and through a combination of the hydraulic modelling of the drainage design as well as the location of the existing outfalls (watercourses or existing culverts). It is important that the drainage and water from the highway can reach the ponds and outfalls efficiently, without the need for pumping stations which would require increased permanent land take and add additional capital cost to deliver the Scheme. The Applicant will undertake a risk assessment during detailed design to determine the requirement for fencing to prevent misuse / trespass. The Risk Assessment will include looking at location of the pond relative to Public Rights of Way, housing, and general accessibility as well as the design of the pond in terms of bund provision and volume of detained water. Alternate options have been considered for pond 1, including within the loop, however the current position is the best performing option.
299	Q4	I see the positives of the additional lane / hard shoulder, however as I live directly behind the	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air

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		motorway I have concerns about the noise and potential issues with air quality during the construction period. Thinking further ahead once the work has been completed, there will be increased noise and vibration mainly for residents living nearby. I see the positives in that there should be a better flow of traffic with the two additional lanes however, I feel this would create more noise pollution.		Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working impacting Warwick Avenue during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails,

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				text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
300	Q4	Generally supportive of the scheme principles.	N	The Applicant acknowledges the comments received.
301	Q4	I strongly oppose disturbing, or diverting, public right of way I especially oppose this when it affects local wildlife and is entirely unnecessary. This scheme encourages more traffic which leads to more pollution and more noise.	N	The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant has undertaken a detailed assessment of biodiversity as part of the environmental impact assessment for construction and operation of the Scheme as set out in Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1). This provides a full assessment of the effects of the construction and operation of the Scheme on wildlife and the habitats they rely upon. This includes several different types of wildlife including birds, badgers, and other small animals. Appendix 8.6 Breeding Bird Survey Report and Appendix 8.7 Wintering Bird Survey Report of the Environmental Statement Appendices (TR010064/APP/6.3) address breeding birds and wintering birds, respectively. With implementation of mitigation (as outlined within Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5), no significant effects are predicted for any biodiversity receptor. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).

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				The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives. The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there

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				is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.
302	Q4	The use of land in the proposal is not space efficient and will increase the cost of the Scheme, not representing the best value for public money. Attenuation Pond 1 could be located closer to the loop or within the inner area of the Northern Loop. The proposed location of Pond 1 is not space efficient	N	The Applicant sought views on the key design features of the Scheme of which ponds are an integral part of the overall design features. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds, including pond 1, have been identified through optimisation of a balance of hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds, existing outfalls, existing carrier pipes that the Scheme retains and increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13, Road Drainage, and the Water Environment of the Environmental Statement (TR010064/APP/6.1). Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3) provides a summary of the Scheme drainage networks.
305	Q4	Largely unaffected by the project. My main concerns relate to noise pollution and aire pollution, both of which I suspect will increase as a result of the changes particularly for my location and for Simister as a whole.	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities

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				like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.
306	Q4	Need to see more detailed plans on pond 2/pond 1 footpath diversions to make meaningful comments, however footpath seems very close to traffic on pond 1. Will there be any separation barrier/fence here? M60 widening will bring traffic much closer to properties, we enjoy the walk from Hills Lane to Simister & the more fencing to protect us from noise would be appreciated. More barriers to reduce noise.	N	The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs near Pond 1, along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. Fencing will be provided between the Public Right of Way and carriageway near Pond 1 for safety. The diversion of the Public Right of Way around Pond 2 will be around the northern side of the pond. The Applicant will undertake a risk assessment during detailed design to determine the requirement for fencing to prevent misuse / trespass. The Risk Assessment will include looking at location of the pond relative to Public Rights of Way, housing, and general accessibility as well as the design of the pond in terms of bund provision and volume of detained water. More detail and information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). Fencing will be provided between the public right of way and the carriageway. The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by

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				the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.
307	Q4	I am affected bu the increase in noise and air pollution that will result because of the increase in traffic. There will need to be a barrier/fence installed to cut down on these changes as my mental and physical health could be affected further.	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. As the installation of low noise road surface with better performance than a conventional low noise road surface will reduce road traffic noise levels additional mitigation, such as noise barriers, are not also considered. Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise

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				would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.
308	Q4	My concerns are the environmental issues. My house is next to the Frigate Pub - Garden I already have vibrations in my house & this causes noise! If the extra hard shoulder was installed it would be much worse. Also I have bats in my garden.	N	The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
309	Q4	Would prefer to leave well alone	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to

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				consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
310	Q4	Pond 6 I feel would be dangerous, there are a lot of families walk by there to get to Philips Park. Dog walkers pass by there, and also there is a lot of wildlife living there including deer.	Y	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
311	Q4	Pond 6. How deep is this pond going to be? Will it affect parking on Phillips Park Road, East from visitors to the Pond Area.	Y	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate for the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
313	Q4	I often walk on the golf course, this will disrupt that. I agree with adding more ponds, disagree with adding any more roads. My access to my house will be affected for a long period of time.	N	The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More

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				information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). With regards to Pond 6 and the public rights of way in the area, there will be no impact as a result of a significant change to the drainage strategy following Statutory Consultation. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme. This change will remove the impacts on the public rights of way around pond 6. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1). The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The current construction programme of approximately three and half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented

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				during construction. The Outline Traffic Management Plan (TR010064/APP/7.5) details the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes where possible.
315	Q4	If the Scheme was to go ahead we would like consideration for the diverted public footpath in particular the one that runs up the side of the M66 (Permanent public right of way diverted on the east side of the M66 southbound for the proposed Northern Loop) to be upgraded to a more accessible route to allow for cyclists and horse riders, this would allow a link up to Hills Lane, Pole Lane, Mode Hill Lane under Haweswater Aqueduct (this has been used by many horse riders in the past), to Simister Lane making this a circular route. The plans around the diversion of the public right of way near pond 5 is very unclear as this is the only official bridlepath we have in this area we would like to ensure this is not in anyway damaged, obstructed or changed.	N	The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). It is not within the scope of the Scheme to upgrade any of the public rights of way, or permissive footpaths, including those being diverted. The local authority, Bury Metropolitan Borough Council, are responsible for upgrading and maintaining public rights of way.
316	Q4	Pond 2 is situated in well used farming ground by my family	Y	The Applicant can confirm that pond locations, including pond 2, have been optimised in terms of land take and through a combination of the hydraulic modelling of the drainage design as well as the location of the existing outfalls (watercourses or existing culverts). It is important that the drainage and water from the highway can reach the ponds and outfalls efficiently, without the need for pumping stations which would require increased permanent land take and add additional capital cost to deliver the Scheme. The Applicant will undertake a risk assessment during detailed design to determine the requirement for fencing to prevent misuse / trespass. The Risk Assessment will include looking at location of the pond relative to Public Rights of Way, housing, and general accessibility as well as the design of the pond in terms of bund provision and volume of detained water. Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3) provides a summary of the Scheme drainage networks. The land requirement for Pond 2 has been updated following consultation. The area for permanent acquisition around Pond 2 has been reduced, with the remaining land to the north required for temporary possession only to allow construction of the pond, modification of carrier pipes, outfall pipework to Castle Brook, soil storage and temporary welfare cabins. The modification occurred following clarification on an outfall which was not from the M66 as expected, allowing the pond to be moved further into the corner of the field. Further details can be found in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
317	Q4	The area around Whitefield golf course is used by	Y	The Applicant can confirm with regards to Pond 6 and the public rights of way in the area, there will be no impact

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		local residents of Trees Estate for jogging dog walking and it's the only accessible green area this nearby. There are deer and other wildlife that would be disturbed and the works will disturb the estate. This is absolutely unnecessary. The environment impact on wildlife has not been assessed		as a result of a significant change to the drainage strategy following Statutory Consultation. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme. This change will remove the impacts on the public rights of way around pond 6. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
318	Q4	If the Scheme was to go ahead we would like consideration for the diverted public footpath in particular the one that runs up the side of the M66 (Permanent public right of way diverted on the east side of the M66 southbound for the proposed Northern Loop) to be upgraded to a more accessible route to allow for cyclists and horse riders, this would allow a link up to Hills Lane, Pole Lane, Mode Hill Lane under Haweswater Aqueduct (this has been used by many horse riders in the past), to Simister Lane making this a circular route. The plans around the diversion of the public right of way near pond 5 is very unclear as this is the only official bridlepath we have in this area we would like to ensure this is not in anyway damaged, obstructed or changed. I think the amount of land being permanent claimed by National Highways is excessive and these field will be destroyed and made into dumping grounds, resident will be left with that view, instead of the nice green field. No real objection to any ponds provided they have adequate drainage and aren't going to create more of an issue such as waterlogging areas or flooding rights of way.	N	The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). It is not within the scope of the Scheme to upgrade any of the public rights of way, or permissive footpaths. With regards to land use, the permanent (coloured pink) and temporary (coloured green) land use required for the Scheme is illustrated on the Land Plans (TR010064/APP/2.3). The land requirements are optimised as far as possible in line with the overall new infrastructure required and environmental mitigation needed such as landscape planting and provision of new drainage ponds. However, the Applicant will continue to develop the design and will where possible refine the permanent land use even further.
320	Q4	The need for drainage ponds shows an effect of the work proposed, but the full effect is not known and therefore the proposals may be ineffective. The slip road being over rather than under the loop increases height of traffic therefore increases negative effects of noise, sound and possibly various aspects of pollution in local area (sound, air etc).	N	The Scheme includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering

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				increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The ponds are also required for water treatment. A detailed assessment of water quality has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Appendix 13.2. Water Quality Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). The assessment specifically looks at the issues arising from routine runoff from the road surface during operation. The assessment of potential impacts uses the Highways England Water Risk Assessment Tool, as detailed in National Highways' Design Manual for Roads and Bridges LA 113. Highways England Water Risk Assessment Tool is a multi-step approach to assess the impacts of pollutants. Where impacts are identified recommendations to include Sustainable Drainage Systems have been incorporated into the design. Sustainable Drainage Systems (swales, attenuation ponds etc.) allow the water from the highway to be treated before being released. The results of the assessments suggest that all discharges from the Scheme are below the environmental quality standard thresholds for water quality. The design of the Northern Loop and M66 southbound diverge slip and link road has been optimised to prioritise road safety and material efficiency during construction refer to Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1) for more detail. A detailed assessment of noise and vibration has been carried out as part of the Environmental Statement for construction and operation of the Scheme and is reported in Chapter 11 Noise and vibration of the Environmental Statement (TR010064/APP/6.1). Noise pollution as a result of this change to the vertical geometry is negligible, as the alternative will be for traffic to use the Northern Loop passing over the top of the M66 southbound link which would still have traffic on embankment at the same height, irrespective of which link passes over the other. There will be more traffic using the Northern Loop than the M66 southbound diverge and link so having the loop lower down will be more beneficial in terms of noise. Furthermore, there are a low number of receptors near the loop who will be affected by noise. As set out in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1), there will be a localised increase in noise close to the Northern Loop, although it is not predicted to cause adverse impacts on surrounding noise sensitive receptors when assessment of the whole Scheme is taken into consideration. A Landscape and Visual Impact Assessment has been undertaken and is included in the Chapter 7 Landscape and visual of the Environmental Statement (TR010064/APP/6.1). The assessment has looked at the impacts of the Northern Loop during the construction and operational phases. The environmental design shown on Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and to provide landscape integration of the Northern Loop. The assessment has concluded that there would be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has aimed to maximise opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18. A series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1

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				(2029) and year 15 (2044) to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the Environmental Statement Appendices (TR010064/APP/6.3).
321	Q4	I would like consideration for the diverted public footpath in particular the one that runs up the side of the M66 to be upgraded to a more accessible route to allow horse riders, to allow a link up to Hills Lane, Pole Lane, Mode Hill Lane under Haweswater Aquaduct (this has been used by many horse riders in the past), to Simister Lane making this a circular route. I am not sure where the public right of way is near pond 5, The only official bridlepath, for horse riders of the area is down there along Bridle Road I would not like to see it degraded or damaged anyway/obstructed or changed. I am concern about the location of some of the ponds in particular pond 2 near school playing field, pond 4 close to primary school and ponds 1 and 5 near Bridleway/public rights of way. I was told at one of your consultation meetings these ponds drain into the motorway drains, I have since read they drain into natural watercourse. Simister area is very wet and has got more so since being surrounded by the motorways. I am concerned the natural watercourse will not cope with the extra water and these ponds will flood in turn damaging the surrounding areas.	N	The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). It is not within the scope of the Scheme to upgrade the status of any of the public rights of way, or permissive footpaths, including those being diverted. The local authority, Bury Metropolitan Borough Council, are responsible for upgrading and maintaining public rights of way. The Scheme includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The ponds are also required for water treatment. A detailed assessment of water quality has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Appendix 13.2. Water Quality Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). The assessment specifically looks at the issues arising from routine runoff from the road surface during operation. The assessment of potential impacts uses the Highways England Water Risk Assessment Tool, as detailed in National Highways' Design Manual for Roads and Bridges LA 113. Highways England Water Risk Assessment

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				Tool is a multi-step approach to assess the impacts of pollutants. Where impacts are identified recommendations to include Sustainable Drainage Systems have been incorporated into the design. Sustainable Drainage Systems (swales, attenuation ponds etc.) allow the water from the highway to be treated before being released. The results of the assessments suggest that all discharges from the Scheme are below the environmental quality standard thresholds for water quality.
323	Q4	My property is adjacent to the existing hard shoulder. So running traffic will now be one lane width nearer to my property, with an increase in noise, vibration and pollution.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the

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				road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.
324	Q4	Our property is adjacent to the existing hard shoulder. Running traffic will now be one lane width nearer to our property with an increase in noise, vibration and pollution.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a

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				conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.
325	Q4	The proposed planning for a the DCO Simister Island interchange will seriously impact on our families of quality of life. The location of the Highways agency depot will literally take the feel of our homely estate away and turn it into a building site. I cannot understand why pond 6 cannot be moved further away from the houses on Westlands. The properties on this road have similar pricing and prospective buyers to our own property. The location of the depot and pond will affect their desirability and reduce house prices. This will by way of association and the post code locality, affect our own property. The pond as you know will encourage vermin to the area. I regularly take my dog walks in the local area across the woodland and I worry that this will now be restricted and unpleasant due to all the Highways motor vehicles and their contractors. On our estate we constantly see contractors park dangerously on bends, creating a greater risk of accident by the innocent driver trying to get to work and such. When directly addressed the drivers do not move or care.	Y	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate for the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
327	Q4	-noise level increase regardless of any noise calming measures purported to put in place -pollution level increase very near to two schools residential areas and already exisiting high levels of pollution -traffic volume increase - noise and speed of traffic"	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5)

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				which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.
328	Q4	Eyesore - additional lanes. Removal of trees requires. Additional noise closer to homes = additional pollution and no description of carbon capture. Lighting will impact homes, mammals and general environment. It will be ugly and reduce value of properties.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant has undertaken a Landscape and Visual Impact Assessment which is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment has looked at the impacts of the Northern Loop during the construction and operational phases. The environmental design shown on Figure 2.3 the Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and also to provide landscape integration of the Northern Loop. The assessment has concluded that there will be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has aimed to maximise opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18 as a result of the Scheme. A series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044) to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the

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				Environmental Statement Appendices (TR010064/APP/6.3). The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'.

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				In order to reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced and can be found at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan focuses on how the Scheme will reduce carbon emissions during the construction of the Scheme through measures such as potentially using electric (or alternative lower-carbon fuel) construction equipment instead of conventional diesel-powered construction plant and/or the use of low carbon materials. The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant confirms, that due to the junction layout and the short distances between junctions on the M60 all sections of the Scheme will either remain lit or will be provided with new lighting in accordance with National Highways' Design Manual for Roads and Bridges and specified to mitigate, as far as practicable, light spill from the carriageway. This will include installation of "hoods" on the lights where necessary, which will be reviewed as part of the pre-construction design of the Scheme. A brief assessment of the visual effects from street lighting and from car headlights are addressed as part of the visual impact assessment in Chapter 7 Landscape and visual of the Environmental Statement (TR010064/APP/6.1). The Applicant has undertaken a detailed assessment of biodiversity as part of the environmental impact assessment for construction and operation of the Scheme as set out in Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1). This provides a full assessment of the effects of the construction and operation of the Scheme on wildlife and the habitats they rely upon. This includes several different types of wildlife including birds, badgers, and other small animals. Appendix 8.6 Breeding Bird Survey Report and Appendix 8.7 Wintering Bird Survey Report of the Environmental Statement Appendices (TR010064/APP/6.3) address breeding birds and wintering birds respectively. The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. With implementation of mitigation (as outlined within Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5), no significant effects are predicted for any biodiversity receptor. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
329	Q4	Bad for homes, animals, welfare of people	N	The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the

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				types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme. The Applicant has undertaken a detailed assessment of biodiversity as part of the environmental impact assessment for construction and operation of the Scheme as set out in Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1). This provides a full assessment of the effects of the construction and operation of the Scheme on wildlife and the habitats they rely upon. This includes several different types of wildlife including birds, badgers, and other small animals. Appendix 8.6 Breeding Bird Survey Report and Appendix 8.7 Wintering Bird Survey Report of the Environmental Statement Appendices (TR010064/APP/6.3) address breeding birds and wintering birds respectively. The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. With implementation of mitigation (as outlined within Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5), no significant effects are predicted for any biodiversity receptor. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.

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330	Q4	I don't belive the solution you are proposing will eliminate the congestion as the main source of the problem is where the M61 joins the M60 and where the M62 joins both sides of the M60 at Worsley. Both are prone to congestion but you have no plans to alter that section.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). In line with the Road Investment Strategy announcements improvements to the M61/M60 junction and the M62 at Worsley are not within the scope of the Scheme.
331	Q4	Use of ponds may mitigate flooding issues	N	The Scheme includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the road network during operation of the Scheme.
332	Q4	The Scheme is not the answer ti help with the flow of traffic. what is require 1. Better public transport links 2. Work @ J23 on the M62 (travel to Leeds) 3. Work between J22-25 / J26-J2 on the M60 (Stockport) 4. J15 - M61/M60 The above are the pinch points for travelling around MCR especially point 4. Traffic during school holidays/snowy weather is free-flowing during rush hour during these periods.	N	The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives. The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). In line with the Road Investment

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				Strategy announcements improvements at junction 23 of the M62; junctions 22 / junctions 26-junction 2 on the M60 (Stockport) and junction 15 of the M61/M60 are not within the scope of the Scheme.
333	Q4	Essential Drainage	N	The Scheme includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the road network during operation of the Scheme.
334	Q4	1. As I chose to live in a semi rural area I object to further erosion of the surrounding countryside. Encouraging more people to use cars comes first as always. 2. The air quality can only get worse in Simister due to this project, it is very high at present. 3. Noise and disruption with possibility of heavy plant vehicles moving through Simister which is single track at one point, with very narrow pavements.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley.

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				An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives. The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration

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				Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
335	Q4	Simister Village and the surrounding area will be taken over by traffic. Pollution - air quality all will be compromised.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant has undertaken detailed assessments of air quality as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality of the Environmental Statement (TR010064/APP/6.1). Details of the outcome of the assessment are also set out below. Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).

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337	Q4	Having lived in Simister Village since 1997 ([Anonymised] Simister Green) we have had constant work being undertaken on the motorways. To the extent that we can hear the conversations taking place with the workers. This has had phyiscal & mental implications to all members of the family due to noise, vibrations on our property, residue from the motorway, traffic standing with exhaust fumes pouring over our home./ village, dust etc... More works will damage us even further.	N	Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally. The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in

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				Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
339	Q4	I think it is a good scheme and agree more with the aspects that i think would work because of my knowledge of the area, those that i have no idea about my feelings are obviously less strong.	N	The Applicant acknowledges the comments received.
340	Q4	Sorry, just looked at the 2nd map and it makes more sense now! Pond 6 needs to be much bigger and better to drain the land on the Trees estate and Whitefield golf course. Whitefield golf course public rights of way - DO NOT TAKE THEM AWAY, THEY ARE A FUNDAMENTAL RIGHT. The ones at Pond 2 and Pond 5 make sense, but the Pond 6 ones are being obliterated - MUST NOT HAPPEN.	N	The Applicant confirms with regards to Pond 6 and the public rights of way in the area, there will be no impact as a result of a significant change to the drainage strategy following Statutory Consultation. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme. This change will remove the impacts on the public rights of way around pond 6. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
341	Q4	I agree with your proposals in this scheme, in the interest of alleviating traffic congestion. My only concern is; Have you sufficient drainage areas in place for such a large scheme?	N	The Scheme design includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme.

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342	Q4	Will further measures be taken to minimise the risk of flooding closer to properties? Also, what actions are being taken to minimise the loss of wildlife and the risk of rodents being displaced and moving closer to residential areas?	N	The Scheme includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during operation of the Scheme. The Applicant has undertaken a detailed assessment of biodiversity as part of the environmental impact assessment for construction and operation of the Scheme as set out in Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1). This provides a full assessment of the effects of the construction and operation of the Scheme on wildlife and the habitats they rely upon. This includes several different types of wildlife including birds, badgers, and other small animals. Appendix 8.6 Breeding Bird Survey Report and Appendix 8.7 Wintering Bird Survey Report of the Environmental Statement Appendices (TR010064/APP/6.3) address breeding birds and wintering birds respectively. The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. With implementation of mitigation (as outlined within Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5), no significant effects are predicted for any biodiversity receptor. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
343	Q4	Seddon Homes Ltd (Seddon) control land that will be affected by the proposed development. Its land interest is bordered by Marston Close to the west, Mode Hill Lane to the north, M66 to the east and M60 to the south. A site location plan can be suppled on request – there is no ability to upload this to the consultation. Seddon is promoting its site for residential	N	The Applicant acknowledges the respondents' comments on the permanent land take around the 'Northern Loop'. The permanent land take in the area is to facilitate the operation and maintenance of The Scheme and its associated assets. There are also landscaping features required to mitigate the biodiversity, landscape, and visual effects of the Scheme. Further details on the land-take required for the Scheme is shown on the Land Plans (TR010064/APP/2.3). The Scheme design includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of

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		development. The site was identified as a draft housing allocation in the Places for Everyone Plan (allocation GM1.3) because of its ability to deliver sustainable housing in Bury. Notwithstanding this, the site was removed in a latter version of the draft Plan. This was not because of any technical concerns about the site's deliverability or suitability, but rather it was felt that less Green Belt land was required for development than previously thought. Seddon is continuing to promote the site for residential development and is confident of securing allocation through either the Places for Everyone Plan or future Bury Local Plan. Seddon is therefore extremely concerned with the extent of land within its control that will either be permanently acquired by National Highways as well as the location of the pond. The consultation material does not clearly set out why National Highways require so much land to the north of the M60 to accommodate the 'northern loop'. Seddon appreciate that the site's topography means that the northern loop will need to be constructed on an embankment. Indeed, Seddon have incorporated the loop, embankment and acoustic standoff into its illustrative masterplan. The drawing 'Land Use Plan Sheet 3 of 6' instead shows a significantly larger section of land that will be permanently acquired. This has not been justified and, from the consultation material, does not appear necessary to accommodate the vi. Furthermore, Seddon does not understand the rationale for locating Pond 7 in its proposed location. Seddon has undertaken technical work to support the draft housing allocation, including determining an appropriate location for a drainage pond on the site. Seddon's view is that the pond should be located in the rectangular shaped piece of land between the M60 and Marston Close (to the west of the wider Seddon site). Seddon ask that National Highways reconsider the extend of its proposed permanent acquisition to that necessary to accommodate the northern loop road		CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. The ponds will accommodate any additional drainage that may be required in relation to future developments. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The ponds are also required for water treatment. A detailed assessment of water quality has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Appendix 13.2. Water Quality Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). The assessment specifically looks at the issues arising from routine runoff from the road surface during operation. The assessment of potential impacts uses the Highways England Water Risk Assessment Tool, as detailed in National Highways' Design Manual for Roads and Bridges LA 113. Highways England Water Risk Assessment Tool is a multi-step approach to assess the impacts of pollutants. Where impacts are identified recommendations to include Sustainable Drainage Systems have been incorporated into the design. Sustainable Drainage Systems (swales, attenuation ponds etc.) allow the water from the highway to be treated before being released. The results of the assessments suggest that all discharges from the Scheme are below the environmental quality standard thresholds for water quality. The "rectangular shaped piece of land between the M60 and Marston Close" is land that is accessed frequently by residents for recreational use, that could be deemed "public open space". As such, the Scheme has been conscious not to impact on such land where additional offsetting or mitigation could be required, further increasing the land take requirements for the Scheme to offset the loss of amenity land. Furthermore, the land would require a greater level of site clearance in terms of trees and vegetation compared to the location of Pond 7. Finally, Pond 7 is presently located on a relatively flat area of land, reducing the overall pond depth and the amount of material that the contractor would need to remove if the pond was located closer to the new link. The existing topography slopes from a high point on the M60 eastbound diverge link to a plateau where the pond is located, that is also co-incident with several existing drainage carrier pipe systems, which creates a more efficient hydraulic solution.

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		and embankment. Paragraph 2.4.20 of the PEIR confirms that the location and size of the attenuation ponds are indicative and still to be confirmed. Seddon also ask that National Highways reconsider the location of Pond 7 so that it would not sterilise a future housing development (assuming the extent of permanent acquisition can be negotiated) and it can serve a dual purpose – to accommodate surface water drainage from the M60 improvements as well as serve part of the drainage needs of a future housing development.		
344	Q4	I agree with most of the sun questions for question 3. Most of the land is wet lands and easy to flood and over flows the use of the ponds will help this and create environmental areas which I think are great ideas. The loop I also agree with, as it's such a busy stretch of road and I was shocked from the figures you produced at how much traffic this area sees each day. I really think that will help. I also agree with the permanent public rights away. By incorporating these plans these will help keep the area more 'green' and allowing cyclists, walkers and horse riders some where to go. These are exciting plans, however in the information you have provided there are plans to provide footpaths however I hope and pray that you will also consider upgrading these or adding into the plans bridleways. I'm sure you will have seen that this area is popular with horses, stables and horse riders. There is already limited places for horse riders to ride, the roads are increasingly getting dangerous with more people now using 'go pros' and 'hay cams' to try keep them and their horses safe. So I pray that you will add bridle paths to your plans. Which is why I disagree with the addition of a hard shoulder as these plans will mean we lose some of the handful of riding areas that we have. So I ask that this is considered in your plans and you consider adding in, diverting or creating new safer places for this community to ride their horses in.	N	The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). It is not within the scope of the Scheme to upgrade any of the public rights of way, or permissive footpaths, including those being diverted. The local authority, Bury Metropolitan Borough Council, are responsible for upgrading and maintaining public rights of way. The Applicant confirms that the design for the M60 junction 17 to junction 18 maintains the existing Controlled Motorway operating regime, while providing an additional lane. A Controlled Motorway is a motorway that uses variable mandatory speed limits to increase capacity and smooth the flow of traffic while retaining a hard shoulder. The addition of a hard shoulder follows the Government announcement that future schemes will no longer include all lane running through utilisation of an existing hard shoulder. No permanent land take is required outside of current land owned by the Applicant along the junction 17 to junction 18 corridor to provide a hard shoulder, albeit some temporary land take is required to construct the new earthworks and retaining walls. Further details can be found on the General Arrangement Plans (TR010064/APP/2.2).
345	Q4	The wildlife. The Traffic. The pollution - all will be effected.	N	The Applicant has undertaken a detailed assessment of biodiversity as part of the environmental impact assessment for construction and operation of the Scheme as set out in Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1). This provides a full assessment of the effects of the construction and operation of the Scheme on wildlife and the habitats they rely upon. This includes several different types of wildlife including birds, badgers, and other small animals. Appendix 8.6 Breeding Bird Survey Report and Appendix 8.7 Wintering

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				Bird Survey Report of the Environmental Statement Appendices (TR010064/APP/6.3) address breeding birds and wintering birds respectively. The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. With implementation of mitigation (as outlined within Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5), no significant effects are predicted for any biodiversity receptor. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Transport Assessment (TR010064/APP/7.4) sets out how the Applicant developed the traffic models to reflect the baseline traffic conditions as they were in 2018 and then how the 2018 model was used to forecast future conditions. The 2018 baseline traffic model was developed using various different data sources which includes traffic data (some of which was extracted from WebTRIS which provides traffic flow and journey time data accessible through the National Highways website), anonymous mobile phone data to understand travel patterns, digital maps, and Department for Transport guidance to mention a few. Using the 2018 baseline data, future forecast scenarios were developed as discussed in the Transport Assessment (TR010064/APP/7.4). The report includes details of model scenarios, modelled future years, local developments and how we predicted the future growth. The future year traffic growth was taken from Department for Transport's National Trip End Model Forecasts and the government's projection of future traffic, the National Road Traffic Projections (2022). Therefore, any increases in traffic due to either local developments or natural background growth will have been accounted in the modelling through the Department for Transport's traffic growth predictions. As per Department for Transport, Transport Analysis Guidance, modelling work has been undertaken to understand how the Scheme is likely to perform using Department for Transport's traffic forecasts. Three future year traffic models were developed which were also used to undertake the economic and environmental assessments. The traffic models were developed for 2029 (Scheme opening year), 2044 (Scheme design year, 15 years after Scheme opening) and 2061 (the final year for which Department for Transport has published traffic growth forecast). The traffic models were developed using the Department for Transport's National Trip End Model, which considers national projections in population, employment, housing, car ownership and trip rates. The National Trip End Model forecasts an increase in traffic rather than a reduction (within Greater Manchester around 9% from 2018-2029, 15% from 2018-2044 and 20% from 2018-2061) and this is likely to contribute to increases in delay/congestion in the vicinity of M60 junction 18. If nothing is done, congestion will increase on routes around M60 junction 18 and the major road network, thus the Scheme is required to resolve the identified traffic related problems.

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				Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
346	Q4	I agree with the proposals but would ask that the public right of way s exactly ending to include bridleways and any changes to near Heaton Park wall protect the existing bridleway as I ride around this area every week as I have horses stables in Simister	N	The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1).
347	Q4	I am co-owner of the field where pond 2 is proposed. Its location could be better as could the design. I strongly disagree/object to my field being used for biodiversity as it is currently framed by us as a family. We graze this field with cattle and sheep and cut the grass for the majority of out winter feed. I can see no justification in taking this good agricultural ground. that has been well kept to be laid aside for biodiversity.	Y	The Applicant confirms pond locations have been optimised in terms of land take and through a combination of the hydraulic modelling of the drainage design as well as the location of the existing outfalls (watercourses or existing culverts). It is important that the drainage and water from the highway can reach the ponds and outfalls efficiently, without the need for pumping stations which would require increased permanent land take and also add additional capital cost to deliver the Scheme. The Applicant will undertake a risk assessment during detailed design to determine the requirement for fencing to prevent misuse / trespass. The Risk Assessment will include looking at location of the pond relative to Public Rights of Way, housing, and general accessibility as well as the design of the pond in terms of bund provision and volume of detained water. Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3) provides a summary of the Scheme drainage networks. The land requirement for Pond 2 has been updated following statutory consultation. The area for permanent acquisition around Pond 2 has been reduced, with the remaining land to the north required for temporary possession only to allow construction of the pond, modification of carrier pipes, outfall pipework to Castle Brook, soil storage and temporary welfare cabins. The modification occurred following clarification on an outfall which was

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				not from the M66 as expected, allowing the pond to be moved further into the corner of the field. Further details can be found in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
348	Q4	The m66 slip road would be better passing under the northern loop in my opinion as it will reduce emissions caused by the climb and be better for the fuel economy of drivers. I think that the m60 northbound to westbound should be built separately rather than making use of the existing road as drivers will end up using the roundabout If this remains to drive westbound at times when there is major traffic resulting in m62 to m66 traffic being impacted as it is now.	N	The Applicant considered the addition of separate links during the option selection process, however, as explained at the options consultation held between June and August 2020 (refer to Annex A of the Consultation Report Annexes (TR010064/APP/5.2)), the Applicant discounted these, as it would have required additional permanent land-take and increased costs associated with their construction but would not have increased the benefits being delivered by the Scheme. Through the early design development, it was identified that the current link could be upgraded to two lanes. Additionally, a new free flow link would significantly impact the existing short weaving length between the M60 junction 18 and junction 17 as the merge from M60 junction 18 would be closer to M60 junction 17 than in the current Scheme design. This would only have exacerbated the existing operational safety concerns. Further details are also available in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1). Once constructed, the Scheme will remove a significant volume of traffic currently using the signalised junction at Simister Island. The reduction in congestion allows the layout of the circulatory carriageway to re-configured with new road markings. As such, the Scheme intends to upgrade the signals and road markings at Simister Island junction. Additionally, the new M60 eastbound to M60 southbound link, removes traffic from the signalised junction which will increase the overall capacity of the junction and allow for greater optimisation of signal timings for the remaining movements. Further details on the benefits the Scheme will bring can be found in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
349	Q4	Don't want to be able to see the bridge from our house - can't tell off your brochure.	N	The Applicant has undertaken a Landscape and Visual Impact Assessment which is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment has looked at the impacts of the Northern Loop during the construction and operational phases. The environmental design shown on Figure 2.3 the Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and also to provide landscape integration of the Northern Loop. The assessment has concluded that there will be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has aimed to maximise opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18 as a result of the Scheme. A series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044) to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the Environmental Statement Appendices (TR010064/APP/6.3).
350	Q4	We travel on the M60 clockwise and think the slip road will help alleviate the traffic that builds up on the roundabout.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues

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				through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
351	Q4	Not being qualified in any way on the environmental impact re drainage, or knowledge of rights of way, any responce would be worthless.		The Applicant confirms that as the Scheme is defined as a Nationally Significant Infrastructure Project under the Planning Act 2008 it is required to consult on the design of the Scheme with those living close to and directly impacted by the Scheme as well as a wide range of prescribed consultees, before the application for development consent is be made. Further details can be found in the Consultation Report (TR010064/APP/5.1).
354	Q4	I need confidence that I can still use the footpath from Philips Park Road at Junction 17 to Philips Park entrance. I use it for cycling, dog walking and community. Thanks. Also to be aware there are a lot of deer around this area.	Y	With regards to Pond 6 and the public rights of way in the area, there will be no impact as a result of a significant change to the drainage strategy following Statutory Consultation. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme. This change will remove the impacts on the public rights of way around pond 6. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1). The Scheme will have no impact on the footpaths around Philips Park Road or the entrance to Philips Park. The Applicant has undertaken a detailed assessment of biodiversity as part of the environmental impact assessment for construction and operation of the Scheme as set out in Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1). This provides a full assessment of the effects of the construction and operation of the Scheme on wildlife, including badgers and great crested newts, and the habitats they rely upon. This includes several different types of wildlife including birds, badgers, and other small animals. Deer are not scoped into the assessment however the risks of collisions would be considered when determining the requirements for deer proof fencing from a human safety perspective during Detailed Design. Appendix 8.6 Breeding Bird Survey Report and Appendix 8.7 Wintering Bird Survey Report of the Environmental Statement Appendices (TR010064/APP/6.3) address breeding birds and wintering birds, respectively.
356	Q4	If scheme goes ahead I am not adverse to public rights of way being diverted but do feel it is the ideal opportunity to make them more accessible to other users i.e horse riding, bikes, disabled friendly. I hope all the ponds will feed into Highway drainage systems or we will see a lot of flooding.	N	The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). It is not within the scope of the Scheme to upgrade the status of any of the public rights of way, or permissive footpaths, including those being diverted. The local authority, Bury Council, are responsible for upgrading and maintaining public rights of way. The Scheme includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of

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				highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network once the Scheme is operational
357	Q4	We are concerned that the introduction of a 5th lane and an increase in traffic brought closer to our property will have a significant effect on noise, pollution and vibration. The increased lighting will impact our home. If the safety fencing is heightened will reduce our natural daylight. The works will be in evening/overnight will disturb our sleep and daytime works will have an impact on home working.	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. As the installation of low noise road surface with better performance than a conventional low noise road surface will reduce road traffic noise levels additional mitigation, such as noise barriers, are not also considered. The Applicant assume by 'Safety Fencing' the respondent is referring to the noise barrier described above. The safety barrier, Vehicle Restraint System, is sited close to the edge of the carriageway and protects roadside infrastructure such as noise barriers. The Applicant confirms, that due to the junction layout and the short distances between junctions on the M60 all

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				sections of the Scheme will either remain lit or will be provided with new lighting in accordance with National Highways' Design Manual for Roads and Bridges and specified to mitigate, as far as practicable, light spill from the carriageway. This will include installation of "hoods" on the lights where necessary. An assessment of the visual effects from street lighting and from car headlights are addressed as part of the visual impact assessment in Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order

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				(TR010064/APP/3.1). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
358	Q4	I have tagged the work at the new pond near Whitefield golf course as disagree but if managed properly this could be neutral or agree. My concerns are the impact on local residents of heavy vehicles, the land to be used came from agecroft and could be dangerous, I would want to resulting landscaping to be better not worse than when it started and for the contractors to be good neighbours during the process.	Y	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate for the residents. Further details can be found in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
359	Q4	I am interested in clean air and traffic reduction neither of which are part of the Scheme.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways *to "develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and

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				major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives. Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Clean Air Act(s) (1956 to 1993 various Acts) relate primarily to industrial and domestic air pollution not road transport. The relevant Acts to the air quality assessment (not the Clean Air Act(s)) and the ability of the Scheme to meet the relevant air quality objectives and legal limit values are discussed in Section 5.3 Chapter 5 Air Quality of the Environmental Statement (TR010064/APP/6.1). "Ella's law" which is currently the Clean Air (Human Rights) Bill is not an act and is currently (as of 31 October 2023) is being read in the House of Commons, it therefore has no current legal standing.
360	Q4	I am quite happy as it is. I do not wish more noise/vibration/heavy vehicles near our house. Many years ago they tried to make Whitefield/Prestwich one big motorway obviously trying to do this again.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination

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				of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and

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				secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
361	Q4	Main area of concern relates to 'Addition of a hard shoulder between junctions 17 and 18 of the M60'. Adding a new hard shoulder suggests that the previous SMART motorway scheme was unsuccessful/a failure as it was proposed a permanent hard shoulder was no longer required. What is the need for additional expansion of capacity What is to stop the additional hard shoulder being converted in the future making a 6 lane motorway? Scheme design showing M45 properties impacted by noise increase on scheme opening More information detailed in section 10	N	The Applicant confirms that the design for the M60 junction 17 to junction 18 includes a hard shoulder. The existing hard shoulder will be converted into a running lane to provide five lanes in each direction, with a new hard shoulder also being provided. Further details can be found on the General Arrangement Plans (TR010064/APP/2.2). Following the Government announcement that no hard shoulders would be converted into running lanes on future schemes the Scheme must provide a hard shoulder in both directions No permanent land take is required outside of current land owned by the Applicant along the junction 17 to junction 18 corridor, albeit some temporary land take is required to construct the new earthworks and retaining walls. There are no future plans to provide six lanes on this stretch through conversion of the hard shoulder into a running lane. The Transport Assessment (TR010064/APP/7.4) sets out how we developed our traffic models to reflect the baseline traffic conditions as they were in 2018 and then how the 2018 model was used to forecast future conditions. The 2018 baseline traffic model was developed using various different data sources which includes traffic data (some of which was extracted from WebTRIS which provides traffic flow and journey time data accessible through the National Highways website), anonymous mobile phone data to understand travel patterns, digital maps, and Department for Transport guidance. Using the 2018 baseline data, future forecast scenarios were developed as discussed in the Transport Assessment (TR010064/APP/7.4). The report includes details of model scenarios, modelled future years, local developments and how we predicted the future growth. The future year traffic growth was taken from Department for Transport's National Trip End Model Forecasts and the government's projection of future traffic, the National Road Traffic Projections (2022). Therefore, any increases in traffic due to either local developments or natural background growth will have been accounted in the modelling through the Department for Transport's traffic growth predictions. As per Department for Transport, Transport Analysis Guidance, modelling work has been undertaken to understand how the Scheme is likely to perform using Department for Transport's traffic forecasts. Three future year traffic models were developed which were also used to undertake the economic and environmental assessments. The traffic models were developed for 2029 (Scheme opening year), 2044 (Scheme design year, 15 years after Scheme opening) and 2061 (the final year for which Department for Transport has published traffic growth forecast). The traffic models were developed using the Department for Transport's National Trip End Model, which considers national projections in population, employment, housing, car ownership and trip rates. The National Trip End Model forecasts an increase in traffic rather than a reduction (within Greater Manchester around 9% from 2018-2029, 15% from 2018-2044 and 20% from 2018-2061) and this is likely to contribute to increases in delay/congestion in the vicinity of M60 junction 18. If nothing is done, congestion will increase on routes around M60 junction 18 and the major road network, thus the Scheme is required to resolve the identified traffic related problems. The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be

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				perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
362	Q4	I disagree with the Scheme as I believe it is short-sighted and will not improve the current traffic flow. The money should be spent better where it's most needed.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Transport Assessment (TR010064/APP/7.4) sets out how the Applicant developed the traffic models to reflect the baseline traffic conditions as they were in 2018 and then how the 2018 model was used to forecast future conditions. The 2018 baseline traffic model was developed using various different data sources which includes traffic data (some of which was extracted from WebTRIS which provides traffic flow and journey time data accessible through the National Highways website), anonymous mobile phone data to understand travel patterns, digital maps, and Department for Transport guidance. Using the 2018 baseline data, future forecast scenarios were developed as discussed in the Transport Assessment (TR010064/APP/7.4). The report includes details of model scenarios, modelled future years, local developments and how we predicted the future growth. The future year traffic growth was taken from Department for Transport's National Trip End Model Forecasts and the government's projection of future traffic, the National Road Traffic Projections (2022). Therefore, any increases in traffic due to either local developments or natural background growth will have been accounted in the modelling through the

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				Department for Transport's traffic growth predictions. As per Department for Transport, Transport Analysis Guidance, modelling work has been undertaken to understand how the Scheme is likely to perform using Department for Transport's traffic forecasts. Three future year traffic models were developed which were also used to undertake the economic and environmental assessments. The traffic models were developed for 2029 (Scheme opening year), 2044 (Scheme design year, 15 years after Scheme opening) and 2061 (the final year for which Department for Transport has published traffic growth forecast). The traffic models were developed using the Department for Transport's National Trip End Model, which considers national projections in population, employment, housing, car ownership and trip rates. The National Trip End Model forecasts an increase in traffic rather than a reduction (within Greater Manchester around 9% from 2018-2029, 15% from 2018-2044 and 20% from 2018-2061) and this is likely to contribute to increases in delay/congestion in the vicinity of M60 junction 18. If nothing is done, congestion will increase on routes around M60 junction 18 and the major road network, thus the Scheme is required to resolve the identified traffic related problems. The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
363	Q4	After heavy rain, the fields behind Marston Close already get flooded. Some houses have had drainage put in their back gardens because of it running onto their land. This concerns me greatly as to how these ponds will alleviate the already problem. The extra motorway lane added years ago definitely helped cause this problem. I live here since the 70s and saw the difference. Not all to do with climate change.	N	The Scheme includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. All surface water run off from the Strategic Road Network within the Scheme is captured in the attenuation ponds and oversized pipes as described above and will not be adding to the flooding behind Marston Close. Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3) provides a summary of the Scheme drainage networks. During the construction period, temporary drainage will be in place to ensure that existing drainage flows and natural drainage of ground water is maintained where possible and does not increase the risk of flooding to land around the Marston Close area.
364	Q4	My reasons are dependent upon the provision of Permanent Continuous Hard Shoulders on M60 between Junction 17 and 18 and (on both M62 and M66 within the Scheme).	N	The Applicant confirms that the design for the M60 junction 17 to junction 18 includes a hard shoulder. The existing hard shoulder will be converted into a running lane to provide five lanes in each direction, with a new hard shoulder also being provided. Further details can be found on the General Arrangement Plans (TR010064/APP/2.2).

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365	Q4	The land being used for pond 2 is family farm land. It is land that has been farmed for the last 25 years by my husbands family and the only permanent land that they own. They grow 2/3 of their crop on that piece of land to feed their cattle. Without this the farm is no longer sustainable. The farm has been in my husbands family for 4 generations and we have every intention of carrying that on. It seems utterly preposterous to take prime farming land to be used for a pond. In essence you are stealing green land from hard working farmers to leave green land that will have no use. Farmers have been one of the hardest hit groups through Brexit and covid. The taking of this land from our family will be crippling to us and mean that unfortunately we will no longer be able to farm. The success of Clarkson's farm has shown how the British public are really rallying round farmers recently, this unfortunately seems to be a kick in the teeth for our community.	Y	The Applicant sought views on the key design features of the Scheme of which ponds are an integral part of the overall design features. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). Pond 2 has been amended and the land requirement for Pond 2 has been updated following statutory consultation. The area for permanent acquisition around Pond 2 has been reduced, with the remaining land to the north required for temporary possession only to allow construction of the pond, modification of carrier pipes, outfall pipework to Castle Brook, soil storage and temporary welfare cabins. The modification occurred following clarification on an outfall which was not from the M66 as expected, allowing the pond to be moved further into the corner of the field. Further details can be found in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
366	Q4	I don't think the excessive disruption that will be caused by the proposed works does not justify the purported benefits of the development.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant has developed the construction methodology in relation to the current design of the scheme and the space available on the existing network. The length of the programme is driven by the intention to retain the existing number of traffic lanes open on the M60 / M66 / M62 during construction, to minimise disruption and the impact of construction on traffic. Maintaining the existing number of lanes on the network will mean there is little available working space during the daytime, which means we will need to introduce nighttime closures on the M60 / M66 / M62. The traffic management strategy, which gives an overview of the phases and the required network closures during construction, can be found in the Outline Construction Traffic Management Plan (TR010064/APP/7.5). Detailed in the Outline Construction Traffic Management Plan (TR010064/APP/7.5) are the proposed diversion routes during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil

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				resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise disruption to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
367	Q4	The land proposed for pond 2 is family farm land which I partly own and I disagree that it should be used for this purpose. It is baffling to take prime farming land to be used for a pond. You are stealing our green land to leave green land that will have no use. We have farmed that land for the last 25 years. It is the only land that we own that we can grow our crop on, all our other crop comes from rented ground that we are not guaranteed. We grow 2/3 of our crop on that piece of land to feed our cattle and the farm is no longer sustainable without it. The farm has been in my family for 4 generations and I intend to carry on farming it with my children and hopefully their children too. Farmers have had it tough over the last few years with covid and brexit. Taking our land is kicking us whilst we are down. The most galling part of which is my parents live 30 seconds away and will be able to see the land every day that we once farmed left with no purpose other than a	Y	The Applicant sought views on the key design features of the Scheme of which ponds are an integral part of the overall design features. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). Pond 2 has been amended and the land requirement for Pond 2 has been updated following statutory consultation. The area for permanent acquisition around Pond 2 has been reduced, with the remaining land to the north required for temporary possession only to allow construction of the pond, modification of carrier pipes, outfall pipework to Castle Brook, soil storage and temporary welfare cabins. The modification occurred following clarification on an outfall which was not from the M66 as expected, allowing the pond to be moved further into the corner of the field. Further details can be found in Chapter 5 of the Consultation Report (TR010064/APP/5.1).

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		pond and some flowers		
368	Q4	As a resident ([Anonymised] Barnard Ave), i strongly believe you do not need to extend the carriageway, as all you will be adding to is the main issue after Simister Island that being the traffic backing up from where the M61 meets the M60, which is the major source of the disruption upto and past Simister Island, as well as round from Stockport. I appreciate that the conflicting traffic movements joining the M60 at Jcn 17 heading upto and joining the M66 needs something undertaking and there is land available for that closer to the Island (and i can see how your proposal on that aspect is likely to help the matter).	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). In line with the Road Investment Strategy announcements improvements to the M61/M60 junction, is not within the scope of the Scheme. The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
369	Q4	There is diverse wildlife in the land surrounding simister island from barn owls, deer herons etc I also stable my horse in simister and regularly ride down Egypt lane to try and keep away from an already traffic heavy simister village. This is the only "iff road' riding we have. It is also a route i tale to walk my dogs.	N	The Applicant has undertaken a detailed assessment of biodiversity as part of the environmental impact assessment for construction and operation of the Scheme as set out in Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1). This provides a full assessment of the effects of the construction and operation of the Scheme on wildlife and the habitats they rely upon. This includes several different types of wildlife including birds, badgers, and other small animals. Appendix 8.6 Breeding Bird Survey Report and Appendix 8.7 Wintering Bird Survey Report of the Environmental Statement Appendices (TR010064/APP/6.3) address breeding birds and wintering birds, respectively. The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland

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				cover that exists within the surrounding area. With implementation of mitigation (as outlined within Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5), no significant effects are predicted for any biodiversity receptor. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1).
370	Q4	My concern is the height of the M66 slip road passing over the loop - will this be 'higher' and more visible than the previous design. Will this also create more noise at a high level which which we will notice more? Are there any 3D visualisations - it is difficult to comment on 2D plan views in the documents you have provided.	N	The Applicant confirms the design of the Northern Loop and M66 southbound diverge slip and link road has been optimised to prioritise road safety and material efficiency during construction refer to Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1) for more detail. The new arrangement removes retaining features adjacent to the M66 mainline and the alignment takes advantage of the existing topography resulting in a reduction in imported material. Additionally, the new alignment allows the road user to have the required forward visibility at the merge on to the M66 / M60 southbound. A detailed assessment of noise and vibration has been carried out as part of the Environmental Statement for construction and operation of the project and is reported in Chapter 11 Noise and vibration of the Environmental Statement (TR010064/APP/6.1). Noise pollution as a result of this change to the vertical geometry is negligible, as the alternative will be for traffic to use the Northern Loop passing over the top of the M66 southbound link which would still have traffic on embankment at the same height, irrespective of which link passes over the other. There will be more traffic using the Northern Loop than the M66 southbound diverge and link so having the loop lower down will be more beneficial in terms of noise. Furthermore, there are a low number of receptors near the loop who will be affected by noise. As set out in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1), there will be a localised increase in noise close to the Northern Loop, although it is not predicted to cause adverse impacts on surrounding noise sensitive receptors when assessment of the whole Scheme is taken into consideration. A Landscape and Visual Impact Assessment has been undertaken and is included in the Chapter 7 Landscape and visual of the Environmental Statement (TR010064/APP/6.1). The assessment has looked at the impacts of the Northern Loop during the construction and operational phases. The environmental design shown on Figure 2.3 the Environmental Masterplan of the Environmental Statement (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and also to provide landscape integration of the Northern Loop. The

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				assessment has concluded that there would be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has aimed to maximise opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18. A series of visualisations, included in Figure 7.7, [Photomontage] of the Environmental Statement (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 and year 15 to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the Environmental Statement (TR010064/APP/6.3).
371	Q4	Simister has a very high population of horses. The only bridle path (bridle Rd) In this area is now under threat. This path provides the only safe off road space for riders in this area. This is used daily. The roads in this area are getting busier by the day which puts all the riders and horses at risk on an hourly basis. We as road users do not wish to ride on the roads due to the risk but we are being forced into the roads, even to get to bridlepaths that become isolated.	N	The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1).
373	Q4	Loss of good agricultural ground used all year round for farming should not be done. Ponds 1 and 2 are in inappropriate areas. Ponds 4-7 are in areas of poor quality and can be afforded to be changed for their use.	Y	The Applicant sought views on the key design features of the Scheme of which ponds are an integral part of the overall design features. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). Pond 2 has been amended and the land requirement for Pond 2 has been updated following statutory consultation. The area for permanent acquisition around Pond 2 has been reduced, with the remaining land to the north required for temporary possession only to allow construction of the pond, modification of carrier pipes, outfall pipework to Castle Brook, soil storage and temporary welfare cabins. The modification occurred following clarification on an outfall which was not from the M66 as expected, allowing the pond to be moved further into the corner of the field. Further details can be found in Chapter 5 of the Consultation Report (TR010064/APP/5.1). Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023 No access will be needed through the Trees Estate for construction or maintenance activities associated with the Scheme. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
375	Q4	I cannot offer any agreement to proposals for a	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as

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		project with which I fundamentally disagree - however much those measures are intended to improve its design.		one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1).
376	Q4	We disagree with the Scheme as it is highly unlikely to achieve its objective. The people and their properties around J17 and 18 will suffer permanently despite any financial support that may be given.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
377	Q4	Generally disagree with all plans for any works due to the environmental impact on the area and the population	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to

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				consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
379	Q4	My property backs onto M60 between J17 - 18. The noise level is currently okay but would not be comfortable with an increase. The land in between residential and motorway should be upgraded with a better environment focus than additional motorway access. I do not believe congestion is bad from J17 - 18 (it is on other side) but I do think that it is bad at Simister Island turn off, so this work could prove beneficial. I purchased my flat in 2019 for £147k, 6 months ago this was valued at £190k and I do not want this to be impacted. The location is currently brilliant.	N	The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to

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				consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
381	Q4	I strongly disagree with the planned placement of the permanent access track to Pond 6 as it will increase both the timescale and intensity of anti-social behaviour committed by illegal dirt bike riders, which affects the mental health of the occupants of Westlands. The insertion of a permanent track to the rear of 5 Westlands will make it more accessible year-round, increasing the likelihood the anti-social behaviour will occur more often. The proposed gate will not prevent this from occurring. Signs threatening offenders with prosecution will not prevent this from occurring. I would like to request that the permanent access track be put at the other side of the houses, via the already existing gravel track that runs from Philips Park Road East to the rugby club, rather than across	Y	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction or maintenance of the Scheme. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).

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		from Ross Avenue and along the back of our garden. Dirt bike riders often race their bikes, in the summer months, along the existing path that runs from hole 13 of the golf course down to the site of where pond 6 would be. Sometimes people even bring their dirt bikes in a van, park on our street and then race around the area. The creation of a permanent track will increase all year-round accessibility to the area. Our next-door neighbours on Ross Avenue were once robbed by people who came across from the golf course on a dirt bike, and this was despite the difficult terrain. A gravel track at the back of our garden would make access to our property by criminals even easier, providing a quick access and exit route, and allow them to work relatively unseen.		
382	Q4	Conceptually this scheme appears to have merit and worthy of development / delivery. However from reading through the consultation document I'm concerned the emerging details from a road user, ease of use and therefore road safety perspective results in a poor solution that may not deliver its core operational objectives. The Scheme may meet design standards, but is it a good operational solution? Hence I disagree with the 3 road engineering questions above: - M66 slip road passing over the Northern Loop instead of under - Use of the existing carriageway to create a second free-flow lane between the M60 northbound to the M60 westbound (anti-clockwise) - Addition of a hard shoulder between junctions 17 and 18 of the M60 At Junction 18, the existing southbound M66 passing under the M60, merging on the nearside with the M60 on slip and then a short 4 lane link to M60 Junction 19 is already a complex highway arrangement. I'm concerned traffic merging from the new 'loop' slip, probably narrow lanes on the 4 lane section under M60, vertical alignment of the motorway, a curve through the southbound on slip,	N	The Applicant confirms the design of the Northern Loop and M66 southbound diverge slip and link road has been optimised to prioritise road safety and material efficiency during construction refer to Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1) for more detail. The new arrangement removes retaining features adjacent to the M66 mainline and the alignment takes advantage of the existing topography resulting in a reduction in imported material. Additionally, the proposed alignment allows the road user to have the required forward visibility at the merge on to the M66 / M60 southbound. The Applicant confirms that the improved M60 northbound to M60 westbound link will provide a free flow link that resolves the existing issues by increasing the capacity at this location. The existing M60 northbound to M60 westbound free-flow link is presently one lane. The Scheme will provide two lanes with a new hard shoulder. The modified M60 northbound to M60 westbound free-flow link will flow into the improved M60 junction 17 to M60 junction 18 five-lane controlled motorway, as well as the free flow link merging onto the mainline through a new double lane gain (i.e., two new lanes created) which will reduce queuing and allow the junction to operate efficiently. Further details can be found on the General Arrangement Plans (TR00064/APP/2.2). The Applicant considered the addition of separate links during the option selection process, however, as explained at the options consultation held between June and August 2020 (refer to Annex A of the Consultation Report Annexes (TR010064/APP/5.2)), the Applicant discounted these, as it would have required additional permanent land-take and increased costs associated with their construction but would not have increased the benefits being delivered by the Scheme. Through the early design development, it was identified that the current link could be upgraded to two lanes. Additionally, a new free flow link would significantly impact the existing short weaving length between the M60 junction 18 and junction 17 as the merge from M60 junction 18 would be closer to M60 junction 17 than in the current Scheme design. This would only have exacerbated the existing operational safety concerns. Further details are also available in Chapter 3, Assessment of Alternative of the Environmental Statement (TR010064/APP/6.1). Once constructed, the Scheme will remove a significant volume of traffic currently using the signalised junction at Simister Island which will increase the overall capacity of the junction and allow for greater optimisation of signal timings for the remaining movements. The reduction in congestion allows the layout of the circulatory carriageway

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		an immediate approach to Junction 19, coupled with effective signing and provision of adequate lane control signalling is all to much in a relatively short length of motorway. I feel the Scheme in its current form is a poor operational solution. I'm also concerned the addition of a hard shoulder and five lanes in both directions between junctions 17 & 18 of the M60 will without widening the overall with of the motorway involve narrowing the traffic lanes and will in turn compromise the safe operation the motorway. The lane arrangements on the proposed eastbound Junction 18 is confusing, it requires users to adhere with scheme specific signing. A safe intuitive solution is necessary that adopts a logical arrangement with northbound M66 assigned be nearside lane 1, M60 southbound 'loop' lanes 2&3 and eastbound M62 lanes 4 &5. The complexity and safe operation of the Scheme also requires 'managing' and 'segmenting' traffic with signing, signalling, road markings and lighting prior to junction 17. I recognise the Scheme boundary has already been extended, but the proposed boundary requires extending further, beyond the limitations detailed within the consultation. The same should also apply to M66, M62 and M60 s/b approaches. Adequate gantry siting, provision of signing, signalling, lighting and road markings are operational imperatives. They ensure user satisfaction and safest motorway environment. They consultation implies the Scheme will include these features, but doesn't state they are an inherent element of a safe functional solution.		to re-configured with new road markings and upgraded signals. Further details on the benefits the Scheme will bring can be found in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant confirms that the design for the M60 junction 17 to junction 18 includes a hard shoulder. The existing hard shoulder will be converted into a running lane to provide five lanes in each direction, with a new hard shoulder also being provided. Further details can be found on the General Arrangement Plans (TR010064/APP/2.2). The current provision of hard shoulder on the M60 eastbound between junctions 17 and 18 is 51%. Whilst it appears to be a full hard shoulder presently, the cross-sectional width of some of the sections are narrower than the compliant width of 3.0m. To be classified as compliant the hard shoulder must be 3.0m or more, sections which are less than this cannot be classified as a hard shoulder. The Applicant is increasing the provision of hard shoulder as part of the Scheme. The Applicant confirms that traffic flows from the junction and current traffic model identifies that significant congestion is associated with the M60 eastbound to M60 southbound movement. This will be mitigated through the provision of the M60 eastbound to M60 southbound link via the Northern Loop. The M66 northbound exit is to the right of the M60 southbound exit and is required to reduce the overall permanent land take and impact on private properties at that location. The provision of another link to the left of the new M60 eastbound to M60 southbound link would significantly increase the footprint of the Scheme and require the acquisition of a number of private properties at the end of Brathay Close and Rothay Close as well as Cowl Gate Farm. As such, when this option was compared to retaining the existing link that takes M60 eastbound traffic directly to the junction 18 signalised junction, the Applicant considered that few benefits would be realised compared with the additional costs and overall value for money. For motorists joining at junction 17, who wish to access the M60 southbound, they will not need to move lanes as they can stay in the left most lane. M60 eastbound traffic, already on the M60 upstream of junction 17, will make two lane change movements to access the M60 southbound and one lane change to access the M66 northbound. Further details are available in the Transport Assessment (TR010064/APP/7.4). A new traffic signing, and road marking design has been developed to ensure the Scheme operates as safely as possible. Advance Direction Signs will be provided along with new road markings, including destination markings in lanes to allow drivers to understand the new junction layout and to choose the correct lane for their required movement. These two methods combined will reduce the likelihood of late lane changes and driver confusion. The Applicant will also work closely with mapping companies and satellite navigation providers to ensure that links, lane suggestions and route guidance is introduced in a timely fashion in line with Scheme opening. The layout can be viewed in the General Arrangement Plans (TR010064/APP/2.2). There are several procedures undertaken by the Applicant to ensure that the Scheme is being developed to be as safe as possible. They include the setting of safety objectives, consideration of all safety aspects of the Scheme by a team of road safety experts and reviewing the Scheme design by a team of independent road safety specialists. To set the safety objectives for the Scheme, consideration was given to the underlying change in collision and injury rates on comparable sections of the road network. Two sources of data were considered: collision data for the motorway network as a whole and the Smart Motorway Stocktake, a review of the safety performance of Smart motorways compared to other motorway types, to investigate if the performance of other sections of Controlled Motorways could be utilised. The collision data for the five-year period between 1 January 2010 to 31 December 2014 inclusive was analysed and compared to the data for the period 1 January 2019 to 31 December 2019. The analysis showed that the 2010 – 2014 period is still sufficiently representative, in terms of types, severity and general location, to be used to set the baseline. It is considered that the Scheme as a whole will improve the safety of the Simister Island Interchange by reducing the number of conflicts on the Simister Island circulatory

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				carriageway, reducing congestion on the M60, and reducing the number of merging manoeuvres on to the main carriageways. Further details on accident analysis can be found in the Transport Assessment (TR010064/APP/7.4).
383	Q4	What was an original proposal to improve Simister Island has morphed into road widening, loss of green space, Increased traffic noise, air pollution, development of 'ponds' that will require continual maintenance (lack of clarity on whose responsibility that will fall to?)	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant acknowledges the concerns around green belt farmland and the impacts of construction on the landscape and visual impacts. A Landscape and Visual Impact Assessment has been undertaken and is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment considered the impacts of the Northern Loop during the construction and operational phases of the Scheme. The environmental design shown on Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and also to provide landscape integration of the Northern Loop. The assessment has concluded that there would be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has maximised the opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18. The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic

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				changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Scheme design includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The ponds are also required for water treatment. A detailed assessment of water quality has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Appendix 13.2.

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				Water Quality Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). The assessment specifically looks at the issues arising from routine runoff from the road surface during operation. The assessment of potential impacts uses the Highways England Water Risk Assessment Tool, as detailed in National Highways' Design Manual for Roads and Bridges LA 113. Highways England Water Risk Assessment Tool is a multi-step approach to assess the impacts of pollutants. Where impacts are identified recommendations to include Sustainable Drainage Systems have been incorporated into the design. Sustainable Drainage Systems (swales, attenuation ponds etc.) allow the water from the highway to be treated before being released. The results of the assessments suggest that all discharges from the Scheme are below the environmental quality standard thresholds for water quality. The Applicant is committed and obligated to ensure that a maintenance programme is in place during the operation of the highway. This will include a programme of regular and occasional maintenance by the Applicant.
384	Q4	I strongly oppose this entire scheme, which will only induce additional traffic on the M60, increasing congestion elsewhere, as well as air pollution and carbon dioxide emissions, conflicting with the declared climate commitments of the UK Government and Greater Manchester Combined Authority. The (up-to) £340m being spent on this scheme should be reallocated to active travel and public transport schemes.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design

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				Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. In order to reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced and can be found at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan focuses on how the Scheme will reduce carbon emissions during the construction of the Scheme through measures such as potentially using electric (or alternative lower-carbon fuel) construction equipment instead of conventional diesel-powered construction plant and/or the use of low carbon materials. The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).

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				There is little the Scheme can do to influence road user greenhouse gas emissions, therefore 'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050. The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
385	Q4	The recent improvements to the M60, extra lane - no improvement, smart motorway- no improvement, all at what cost? New lighting that lights up all nearby gardens, including mine. From observation of the flow of traffic, it may ease at that junction however then snarl up again at Prestwich towards the Trafford Centre. Is the cost, damage to the environment worth the occasional little extra time commuters have to wait to travel a few miles especially as post covid the roads are definitely quieter.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). Improvements to other areas of the M60, such as those mentioned, are not within the scope of the Scheme. The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The

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				network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). Chapter 2 of the Transport Assessment (TR010064/APP/7.4) sets out how the Applicant has accounted for COVID-19. Traffic analysis has been undertaken to understand how traffic volumes have changed pre COVID-19 (year of 2019) and post COVID-19 (year of 2023) on each of the approaching links to M60 junction 18: M66 from north; M62 from east; M60 from south; and the M60 from the west. The traffic data was processed for a typical Tuesday to Thursday and excludes data for weekends and school holidays. This indicates that overall traffic volumes in the Scheme area are similar in 2023 and 2019 with individual link level differences of around ±5%. This indicates that traffic levels in the Scheme area have been much less impacted by COVID than at the national level (Transport Analysis Guidance M4 suggests a 5% reduction between pre- and post-COVID car traffic).The Applicant confirms, that due to the junction layout and the short distances between junctions on the M60 all sections of the Scheme will either remain lit or will be provided with new lighting in accordance with National Highways' Design Manual for Roads and Bridges and specified to mitigate, as far as practicable, light spill from the carriageway. This will include installation of "hoods" on the lights where necessary. An assessment of the visual effects from street lighting and from car headlights are addressed as part of the visual impact assessment in Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
386	Q4	Any ponds which help to reduce the risk of flooding are a bonus	N	The Scheme design includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme.
388	Q4	I live on Junction 17, as that are works happening taht will cause disturbance. All the other works are happening far away	N	The Applicant confirms the current programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place.

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Respondent ID:	**Question**	**Response:**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
				The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction. The Outline Traffic Management Plan (TR010064/APP/7.5) details the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes where possible.
389	Q4	I am the owner of the Field Pond 2 is located in, and I feel that this could be placed in a better location or a better design. As the drainage pipe is approx. 4 meters below ground level	Y	The Applicant sought views on the key design features of the Scheme of which ponds are an integral part of the overall design features. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. This will minimise flooding on then network during operation of the Scheme. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). Pond 2 has been amended and the land requirement for Pond 2 has been updated following consultation. The area for permanent acquisition around Pond 2 has been reduced, with the remaining land to the north required for temporary possession to allow construction of the pond, modification of carrier pipes, outfall pipework to Castle Brook, soil storage and temporary welfare cabins and small strip of land permanently for maintenance access. The modification occurred following clarification on an outfall which was not from the M66 as expected, allowing the pond to be moved further into the corner of the field. Further details can be found in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
390	Q4	Ponds 4 - too close to St Margaret's Primary School	N	Pond locations, including that of Pond 4, have been optimised in terms of land take and through a combination of the hydraulic modelling of the drainage design as well as the location of the existing outfalls (watercourses or existing culverts). It is important that the drainage and water from the highway can reach the ponds and outfalls efficiently, without the need for pumping stations which would require increased permanent land take and also add additional capital cost to deliver the Scheme. The Applicant will undertake a risk assessment during detailed design to determine the requirement for fencing to prevent misuse / trespass. The Risk Assessment will include looking at location of the pond relative to Public Rights of Way, housing, and general accessibility as well as the design of the pond in terms of bund provision and volume of detained water. Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3) provides a summary of the Scheme drainage networks. The Applicant will undertake a risk assessment during detailed design to determine the requirement for fencing to prevent misuse / trespass. The Risk Assessment will include looking at location of the pond relative to Public Rights of Way, housing, and general accessibility as well as the design of the pond in terms of bund provision and volume of detained water.

Statutory Consultation under s47 & s48 of the 2008 Act with the local community & statutory publicity – Responses to Question 4				
Respondent ID:	**Question**	**Response:**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
391	Q4	My property backs onto M60 between J17-18. The noise level is currently ok but would not be comfortable with an increase. The land is between residential and motorway should be upgraded with a better environment focus than additional motorway access. I do not believe congestion is bad from J17-18 (it is on the other side) but I do think it is bad at Simister Island turn off so this work could prove beneficial. I purchased my flat in 2019 for £147k, 6 months ago this was valued at £190k and I do not want this to be impacted . The location is currently brilliant.	N	The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.

Statutory Consultation under s47 & s48 of the 2008 Act with the local community & statutory publicity – Responses to Question 4				
Respondent ID:	**Question**	**Response:**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
393	Q4	I have concerns about potential loss of public rights of way and the impact on opportunities for walking and exercise which has become very important for local people particularly during and after lockdown	N	The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1).
394	Q4	Right of way golf course/M60 - I disagree because it appears that the diversion reduces the amount, number + direction of the paths. Provisions of ponds - I have answered "don't know" as I think it impossible for any ordinary person ie non expert to know whether what is suggested is good, bad or indifferent	Y	With regards to Pond 6 and the public rights of way in the area, there will be no impact as a result of a significant change to the drainage strategy following Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme. This change will remove the impacts on the public rights of way around pond 6. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
396	Q4	I am not sure how this will improve congestion on motorways with regards to ponds, how often will they be maintained, for how long?	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will

Statutory Consultation under s47 & s48 of the 2008 Act with the local community & statutory publicity – Responses to Question 4				
Respondent ID:	**Question**	**Response:**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
				experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant is committed and obligated to ensure that a maintenance programme is in place during the operation of the ponds. This will include a programme of regular and occasional maintenance by The Applicant.
397	Q4	I can't see how this will improve anything! you spent years + millions on the smart motorway! what a waste of time! again you will be impacting on people's lives without any care or consideration. its not on!	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
399	Q4	I walk the area regularly and have seen the improvement in the environment where ponds were added between the M60 and the Irwell (South of the Irwell J16-17)	N	The Applicant acknowledges the comments received.
400	Q4	I understand the reasons for this scheme. However, the property that I own is already badly affected through noise pollution/vibration. Therefore, adding	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air

Statutory Consultation under s47 & s48 of the 2008 Act with the local community & statutory publicity – Responses to Question 4				
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		an additional line and the work involved will considerably blight my property in my view beyond bearable. Should this scheme be approved I think the property should be compulsory purchased. So, the questions in the forms provided are not relevent should this scheme gain approval		Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.

Q.6 Statutory Consultation under s47 & s48 of the 2008 Act with the local community & statutory publicity – Responses to Question 6

The tables provided below evidence the regard had to responses received to National Highway's statutory consultation in accordance with s49 of the 2008 Act. Specifically, the table below, provides how National Highways have responded to responses to question 6 from the Statutory Consultation Brochure, received from the local community and statutory publicity under s47 and s48 of the 2008 Act.

Question 6 – *"Reasons for views/sentiment towards proposed environmental mitigation measures."*

Statutory Consultation under s47 & s48 of the 2008 Act with the local community & statutory publicity – Responses to Question 6				
Respondent ID:	**Question**	**Response:**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
2	Q6	I do not live far from the M60 motorway. I am concerned about the air and noise pollution from this work. When i step out into my garden i can hear the motorways very clearly. I do not wish to be exposed to any more noise. I am concerned the extra lanes will bring the motorway closer to my property. The air is already polluted, you can smell it in the air and on the washing when the clothes are hung on the garden line. You say you recognise there is a noise and air pollution problem already. We are in a air quality management and noise quality area and the aim of this is to cut down both. By adding all these extra lanes i cannot see how this would help, in fact you state there is no significant difference expected, but i don;t see how because if this because if this becomes a better route for traffic to take, with his lack of congestion, it will soon get congested again when people see it as a better road to take. I cannot see a reference to how long this work is expected to take and the impact of the stationery traffic in the road works (which will happen congestion/roadworks = slower movement/nightmare) will have on the air quality, not to mention the long delays for maybe a number of years.	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration have been carried out as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. This risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working impacting Warwick Avenue during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the

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				management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Transport Assessment (TR010064/APP/7.4) sets out how we developed our traffic models to reflect the baseline traffic conditions as they were in 2018 and then how the 2018 model was used to forecast future conditions. The 2018 baseline traffic model was developed using various different data sources which includes traffic data (some of which was extracted from WebTRIS which provides traffic flow and journey time data accessible through the National Highways website), anonymous mobile phone data to understand travel patterns, digital maps, and Department for Transport guidance to mention a few. Using the 2018 baseline data, future forecast scenarios were developed as discussed in the Transport Assessment (TR010064/APP/7.4). The report includes details of model scenarios, modelled future years, local developments and how we predicted the future growth. The future year traffic growth was taken from Department for Transport's National Trip End Model Forecasts and the government's projection of future traffic, the National Road Traffic Projections (2022). Therefore, any increases in traffic due to either local developments or natural background growth will have been accounted in the modelling through the Department for Transport's traffic growth predictions. As per Department for Transport, Transport Analysis Guidance, modelling work has been undertaken to understand how the Scheme is likely to perform using Department for Transport's traffic forecasts. Three future year traffic models were developed which were also used to undertake the economic and environmental assessments. The traffic models were developed for 2029 (Scheme opening year), 2044 (Scheme design year, 15 years after Scheme opening) and 2061 (the final year for which Department for Transport has published traffic growth forecast). The traffic models were developed using the Department for Transport's National Trip End Model, which considers national projections in population,

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				employment, housing, car ownership and trip rates. The National Trip End Model forecasts an increase in traffic rather than a reduction (within Greater Manchester around 9% from 2018-2029, 15% from 2018-2044 and 20% from 2018-2061) and this is likely to contribute to increases in delay/congestion in the vicinity of M60 junction 18. If nothing is done, congestion will increase on routes around M60 junction 18 and the major road network, thus the Scheme l is required to resolve the identified traffic related problems. The Applicant plans to submit the development consent application to the Secretary of State for Transport (via the Planning Inspectorate) in early 2024. If the development consent application is accepted for examination, it will be independently examined by an Examining Authority, appointed by the Secretary of State, who following the examination will make their recommendation to the Secretary of State on whether the application should be granted. Subject to successful grant of the application for development consent, construction is due to start at the end of 2025 with a circa three and a half year duration resulting in Scheme completion in early 2029, as outlined in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1). The current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan (TR010064/APP/7.5) will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction.
6	Q6	I live locally and welcome these changes to improve the quality of life for people in the area.	N	The Applicant acknowledges the comments received.
9	Q6	The proposed measures seem eminently sensible to me.	N	The Applicant acknowledges the comments received.
12	Q6	I am neutral on all mentioned above and believe that what must be done should go ahead	N	The Applicant acknowledges the comments received.
15	Q6	The drains don't even work now so you're talking about adding drainage ponds. These won't work all of this might be a good idea but when it comes down to the day to day nitty gritty bits none of this will work, the last bad whether we had the slip from the m60 leading onto the m60 at 32/2B was completely flooded because the maintenance isn't kept up and the amount of rubbish that is on the side of the network just blocks everything up all of this is pointless unless national highways invests more into the day to day running of things.	N	The Applicant confirms that the Scheme includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme.

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				National Highways is committed and obligated to ensure that a maintenance programme is in place as part of the operation of the strategic road network to ensure it is kept in a safe and serviceable condition.
17	Q6	The public were only offered two choices, both of which are appalling, are expensive and will cause years of disruption to the travelling public. I submitted an alternative proposal, which has been completely ignored, that would be less expensive, require less variations of rights of way, less purchase of land, less disruption to the travelling public and be more environmentally friendly. I am happy to resubmit that proposal but I suspect it will be disregarded once again as it appears if a proposal does not emanate from Highways England then it is seen as being of no value.	N	The Applicant has reviewed the alternative design proposed by the respondent, it was considered during the initial stages of the development of the Scheme and discounted. Within the initial stages, over 150 alternative design combinations were considered, which were refined down to six design options which were progressed by the Applicant based on criteria such as affordability, construction duration, environmental impact, land take and ability to meet the Scheme objectives. Subsequently, from these six options, two were shortlisted for further consideration and an options consultation on these two remaining options (Northern Loop and Inner Links) took place between June and August 2020. The reasons why these two options were retained, and the other four options were discounted can be found in the Options Consultation Brochure at Appendix A of the Consultation Report Annexes (TR010064/APP/5.3). Following the outcome of the options consultation, the Northern Loop was announced as the Preferred Route in January 2021. Appendix B of the Consultation Report Annexes contains the details of this "Preferred Route" announcement including the reasons why it was chosen. The alternative design identified by the respondent was discounted as it would require a new structure over junction 18 which would have significant environmental impacts on Simister village, whilst also requiring residential property purchases. Additionally, the alternative option would require a new connection with the M60 south of junction 18 reducing the weaving length between junctions 18 and 19 of the M60, resulting in a design which would not operate safely and would not comply with National Highways' Design Manual for Road and Bridges standards.
19	Q6	Good appreciation of the wider impacts. Road schemes can have minimal environmental impacts if approached correctly.	N	The Applicant acknowledges the comments received.
20	Q6	I own the land adjacent to the Simister Lane Bridge (south bound) for properties 11 and 15 Simister and live in number 15- having done so since 1987. The increased land for the southbound slip road will now bring directly next to mine and my neighbours home. I am 85 and have asthma, the vibrations from traffic on the motorway are already causing vibration cracks. My home has quadruple glazing and sitting outside in my own garden there is a constant sound of traffic, therefore I can not even enjoy time in my own garden or home. Add to this you are now also taking away public footpaths. Financially what impact will this also have on the value of my home- who would not choose to buy a house so close to such a major road construction. This is the same for all my neighbours living close to the bridge and on the left hand side of Droughts Lane. It appears the Highways Agency have not taken any consideration this development will have on all the residents who's homes and lives will be dramatically affected by your plans	N	The Applicant can confirm that no additional land is required to re-align the M60 southbound entry slip road beyond the current extent of land owned by the Applicant. The impacts of the Scheme on noise and vibration has been assessed in Chapter 11, Noise and Vibration and the Scheme impacts on Air Quality in Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. This risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact

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				assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. Chapter 12 Population and human health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 'Population and human health' standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally. The results indicate that there will be adverse impacts from construction noise during the construction phase, which includes both daytime and night-time working. There are no predicted adverse noise impacts from construction traffic. The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to

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				be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
21	Q6	You have looked.into the impacts and tried to reduce them	N	The Applicant acknowledges the comments received.
23	Q6	It's hard to avoid effects in the environment but i think things need to be improved in some way.	N	The Applicant's appointed environment team has worked closely with the design team in order to avoid or reduce impacts to environmental receptors, as documented within Chapter 3, Assessment of Alternatives and technical Chapters 5 to 15 of the Environmental Statement (TR010064/APP/6.1). The Scheme will also provide environmental enhancements, for example habitat creation which will provide an increase in habitats as evidenced by Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3). The Applicant has designed the Scheme to improve biodiversity (as described above) and to better integrate the motorway into the landscape and help visually screen the existing motorway and the new Northern Loop which is described in Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). These measures are shown on Figure 2.3, the Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2). These measures comprise of new hedgerow boundaries, some with hedgerow trees; additional woodland which will be planted along the new embankment to screen views of the motorway and open areas of species rich grassland. Around the ponds landscaped areas comprise of new areas of wet woodland, aquatic and marginal planting. The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme, is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. The Applicant has undertaken an Arboricultural Impact Assessment and is included in Appendix 7.5 Arboricultural Impact Assessment of the Environmental Statement Appendices (TR010064/APP/6.3). An iterative process has been undertaken to refine the Scheme design to avoid tree loss where possible. The Arboricultural Impact Assessment covers trees and woodland that could be affected by the Scheme and Figure 7.5.1 Tree Constraints Plan and Figure 7.5.2: Tree Removal Plan, at Annex A of Appendix 7.5 of the Environmental Statement Appendices show the locations of trees within the Order Limits, and those currently at risk of removal. The Arboricultural Impact Assessment also includes recommendations for tree protection measures during the construction phase. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) states that an Arboricultural Method Statement will be produced at the detailed design stage to detail how existing trees within temporary working areas will be protected. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft

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				Development Consent Order (TR010064/APP/3.1).
25	Q6	I still don't know	N	The Applicant acknowledges the comments received.
26	Q6	Since the increase to 5 no lanes, this would increase the noise levels. I would like you to implement resurfacing of the section J17-J18 with tarmac that can reduce the notice, as well as introduce noise barriers. along the route. Noise is already a big issue for us all. although I am 300mm away i can still hear the noise even through double glazed windows and thick cartons.	N	The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.
29	Q6	I don't know where the info is that the questions refer to.	N	The Applicant distributed over 10,000 consultation brochures, response forms, FAQs and postcards providing information about the Scheme to the community on 10 February 2023 to ensure delivery on or before the start of the consultation on 15 February 2023. This included local residents, businesses, and special interest groups. In addition, notices were published in The Bury Times on 2 and 9 February and the Jewish Telegraph on 3 and 10 February to publicise the consultation. Information about the Scheme can also be found on the Applicant's website. Further details are available in the Consultation Report (TR010064/APP/5.1).
31	Q6	All sounds reasonable. I think noise mitigation measures should be planned from the beginning especially with regards to the road surface given it's high usage levels I also think planting trees would be a good noise mitigation, but also help with climate and air quality, so might be worth planning for to start with as well. I do think planting around ponds will also help with flood mitigation as well as road run-off into the water course working as a natural filter	N	The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The use of shrubs or trees as a noise barrier has been shown to be effective only if the foliage is at least 10m deep, dense, and consistent for the full height of the vegetation. Alongside the M60 between junction 17 and 18 there is not sufficient space to provide such quantity of vegetation. In addition, the maintenance requirements for such an amount of vegetation will be high and would often need to be undertaken at night. For air quality, however, it should be noted that trees affect the flow of air pollution around them. Therefore, the concentration in one location may increase as more air pollution is channelled to that location by tree(s) and another location may see a decrease. Further away there is unlikely to be any discernible change. Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic

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				changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. This risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Scheme includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. Pond locations have been optimised in terms of land take and through a combination of the hydraulic modelling of the drainage design as well as the location of the existing outfalls (watercourses or existing culverts). It is important that the drainage and water from the highway can reach the ponds and outfalls efficiently, without the need for pumping stations which would require increased permanent land take and add additional capital cost to deliver the Scheme. The Applicant will undertake a risk assessment during detailed design to determine the requirement for fencing to prevent misuse / trespass. The Risk Assessment will include looking at location of the pond relative to Public Rights of Way, housing, and general accessibility as well as the design of the pond in terms of bund provision and volume of detained water. The environmental design shown on Figure 2.3: (Environmental Masterplan) of the Environmental Statement Figures (TR010064/APP/6.2) includes new areas of wet woodland, aquatic and marginal planting around the ponds.
32	Q6	Environmental factors here are key, currently the area is too loud, overrun and the land around is heavily impacted.	N	The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be

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				perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. With regards to land use, the permanent and temporary land use required for the Scheme is illustrated on the Land Plans (TR010064/APP/2.3). The land requirements are optimised as far as possible in line with the overall new infrastructure required and environmental mitigation needed such as landscape planting and provision of new drainage ponds. However, the Applicant will continue to develop the design and will where possible refine the permanent land use even further.
33	Q6	Environment should be a key consideration in any proposed works	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. This risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include things like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a detailed assessment of biodiversity as part of the environmental impact

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				assessment for construction and operation of the Scheme as set out in Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1). This provides a full assessment of the effects of the construction and operation of the Scheme on wildlife and the habitats they rely upon. This includes several different types of wildlife including birds, badgers, and other small animals. Appendix 8.6 Breeding Bird Survey Report and Appendix 8.7 Wintering Bird Survey Report of the Environmental Statement Appendices (TR010064/APP/6.3) address breeding birds and wintering birds, respectively. The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. With implementation of mitigation (as outlined within Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5), no significant effects are predicted for any biodiversity receptor.
34	Q6	Road building should be undertaken with the aim of reducing overall road vehicle pollution and other environmental damage.	N	The Applicant confirms the UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. In order to reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced and can be found at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan focuses on how the Scheme will reduce carbon emissions during the construction of the Scheme through measures such as potentially using electric (or alternative lower-carbon fuel) construction equipment instead of conventional diesel-powered construction plant and/or the use of low carbon materials. The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). There is little the Scheme can do to influence road user greenhouse gas emissions, therefore 'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these

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				emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050. Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. This risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include things like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment, and this is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.
38	Q6	It's important to get some better drainage on the m66!!!!	N	The Applicant confirms the Scheme design includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges.

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				As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. Pond locations have been optimised in terms of land take and through a combination of the hydraulic modelling of the drainage design as well as the location of the existing outfalls (watercourses or existing culverts). It is important that the drainage and water from the highway can reach the ponds and outfalls efficiently, without the need for pumping stations which would require increased permanent land take and add additional capital cost to deliver the Scheme. The Applicant will undertake a risk assessment during detailed design to determine the requirement for fencing to prevent misuse / trespass. The Risk Assessment will include looking at location of the pond relative to Public Rights of Way, housing, and general accessibility as well as the design of the pond in terms of bund provision and volume of detained water.
39	Q6	These are important factors that should be taken into consideration with these design proposals.	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
40	Q6	We only get one planet and we need to look after it as best we can. Also we don't want the motorway to flood as it always rains up north	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Scheme design includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme.
41	Q6	I think improvement of traffic flow can only be better for the environment despite slight works which take up addition all greenery.	N	The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to

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				mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. The Applicant will be replacing the vegetation along the embankment with native trees and shrubs with a higher proportion of lower growing shrubs including evergreens, which should provide better screening in the future. The environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting. Indicative species mixes are provided in Appendix N Outline Landscape and Ecology Management Plan of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Landscape and Ecology Management Plan will be developed into the Landscape and Ecology Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). An iterative process has been undertaken to refine the Scheme design to avoid tree loss on the embankment where possible. As part of the Scheme design, the trees bordering the Eden Garden allotments and motorway would need to be removed to allow the construction of a new retaining wall. The Applicant has undertaken an Arboricultural Impact Assessment which is included in Appendix 7.5. [Arboricultural Impact Assessment] of the Environmental Statement (TR010064/APP/6.3). The Arboricultural Impact Assessment covers trees and woodland that could be affected by the Scheme and Figure 7.5.1 Tree Constraints Plan and Figure 7.5.2: [Tree Removal Plan, Annex A of Appendix 7.5] of the Environmental Statement Appendices (TR010064/APP/6.3) show the locations of trees within the Order Limits, and those currently at risk of removal. The Arboricultural Impact Assessment also includes recommendations for tree protection measures during the construction phase, and for the development of an Arboricultural Method Statement to detail how they will protect existing trees within temporary working areas.
48	Q6	I have to trust to the professionals that have been consulted about these.	N	The Applicant acknowledges the comments received.
49	Q6	Noise and vibrations are unavoidable on motorways. The M60 is the main route into Manchester and the amount of traffic travelling on it is necessary for goods getting into and out of the city.	N	The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment, and this is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.

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50	Q6	There will be more cars, so all your environmental mitigation is moot. Also, cars are ugly as sin and so are your roads. We have a huge issue with too little housing in Greater Manchester and you're proposing encouraging the use of motor vehicles, which are simply incapable of the high density transit required here, and an extremely inefficient use of land.	N	The Applicant confirms the UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives. The Applicant acknowledges the concerns around green belt farmland and the impacts of construction on the landscape and visual impacts. A Landscape and Visual Impact Assessment has been undertaken and is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment considered the impacts of the Northern Loop during the construction and operational phases of the Scheme. The environmental design shown on Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and to provide landscape integration of the Northern Loop. The assessment has concluded that there would be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has maximised the opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18. In areas along the mainline between junction 17 and junction 18 evergreen species and slightly larger 'feathered' trees will be included in the woodland species mixes to improve visual screening earlier during the establishment of the woodland areas along embankments. The tree belts would establish to provide a similar level of filtering or screening of cars and headlights as that which currently exists. In the area around Pond 7 (west of M60 junction 18) areas of wet woodland, open areas of species rich grassland, aquatic and marginal planting provide landscape integration and improve biodiversity by increasing the types or habitats present. With regards to land use, the permanent and temporary land use required for the Scheme is illustrated on the Land Plans (TR010064/APP/2.3). The land requirements are optimised as far as possible in line with the overall new infrastructure required and environmental mitigation needed such as landscape planting and provision of new

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				drainage ponds. However, the Applicant will continue to develop the design and will where possible refine the permanent land use even further.
51	Q6	Don't do it again	N	The Applicant acknowledges the comments received.
52	Q6	There is no need to cause further disruption to people lives with further works. I have been driving since 2017 and most of my time on the road has constantly consisted of 50 zones and road works. The smart motorway system is the worst designed protocol ever put into action. Multiple occasions it slows the traffic down unnecessary and people completely forget the over taking rules and happily sit in the fast lane doing 40 with a clear road in front of them causing more traffic than it is preventing. How about rather than spend millions on another 5-10 years of works and disruption invest money Inyo educating the public and solving the serve epidemic of bad drivers on the roads. If people understand to move over once passing someone the flow of traffic would move and these not even be needed.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). In order to mitigate the new lane arrangements, junction layouts and driver behaviour, a traffic signing, and road marking design has been developed to ensure the Scheme operates as safely as possible. Advance Direction Signs will be provided along with new road markings, including destination markings in lanes to allow drivers to understand the new junction layout and to choose the correct lane for their required movement. These two methods combined will reduce the likelihood of late lane changes and driver confusion. The Applicant will also work closely with mapping companies and satellite navigation providers to ensure that links, lane suggestions and route guidance is introduced in a timely fashion in line with Scheme opening. The layout can be viewed in the General Arrangement Plans (TR010064/APP/2.2). Additionally, variable speeds on controlled motorways are used to smooth the flow of traffic and ease congestion. They are also used to manage emergencies on the Strategic Road Network.
54	Q6	Preserving the environment and our health is important to me	N	The Applicant has undertaken an environmental impact assessment which is set out in the Environmental Statement (TR010064/APP/6.1) which accompanies the application for development consent. The Environmental Statement sets out how the Applicant has considered the environmental impacts as a result of the Scheme and the measures to mitigate those impacts. Chapter 12 Population and human health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 'Population and human health' standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.

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58	Q6	I don't know much about the issues listed here.	N	The Applicant acknowledges the comments received.
59	Q6	improving the traffic flow and drainage around Simister Island should hopefully reduce noise levels. I agree with the proposed improvements to improve traffic flow in and around the roundabout. The proposed plans will allow motorists to continue their journey quicker and therefore reducing the amount of emissions their vehicles produce whilst stationary.	N	The Applicant acknowledges the comments received.
66	Q6	A motorway should be efficient, increasing the tarmac at Simister island by 20/30% will have little to no impact (realistically) on the local area, but will have a tremendous impact on the congestion found here.	N	The Applicant acknowledges the comments received.
67	Q6	As long as we Create a fine balance in the environment to what we do	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
69	Q6	it makes good sense.	N	The Applicant acknowledges the comments received.
71	Q6	Inducing traffic demand and increasing car reliance has detrimental health and environment impacts both locally and nationally. It will not deliver the claimed benefits as congestion will still arise.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant's design has been developed in line with the requirements of National Highways' Design Manual for Roads and Bridges and caters for the forecasted traffic demand in the design year, 2044. Chapter 12, Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing. The assessment identifies that there will be temporary significant adverse effects on human health associated with reduced access to the natural environment and the outdoor environment for residents of Besses ward and associated with exposure to construction noise for all wards (Besses, Holyrood, St Mary's & Unsworth) which coincide with the Order Limits. However, this would be short term and there would also be a permanent significant positive effect on health associated with an overall reduction in long term exposure to traffic noise which will benefit the quality of urban and local environments

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				throughout the study area. The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
74	Q6	This is terrible for the environment because it will encourage more road travel and more pollution, not less	N	The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. There is little the Scheme can do to influence road user greenhouse gas emissions, therefore 'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road

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				network will become net zero by 2050.
76	Q6	Again as noted previously, I believe work needs to be made to reduce the water flow onto the motorway and solve drainage issues.	N	The Applicant confirms the Scheme includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. Pond locations have been optimised in terms of land take and through a combination of the hydraulic modelling of the drainage design as well as the location of the existing outfalls (watercourses or existing culverts). It is important that the drainage and water from the highway can reach the ponds and outfalls efficiently, without the need for pumping stations which would require increased permanent land take and also add additional capital cost to deliver the Scheme. The Applicant will undertake a risk assessment during detailed design to determine the requirement for fencing to prevent misuse / trespass. The Risk Assessment will include looking at location of the pond relative to Public Rights of Way, housing, and general accessibility as well as the design of the pond in terms of bund provision and volume of detained water.
81	Q6	Any changes that increase capacity is not in line with overall reduction of traffic to address the current climate emergency. Any increase in capacity and resulting increase in use will increase noise, pollution and worsen emissions and negatively impact climate change. Instead of increasing capacity, capacity should be reduced by purpose of journey The opening paragraph of the consultation website state: "to give people a choice of travel and to support interconnectivity." But no improvement for walking or cycling in the general area has been included, and there are no new links to help reconnect communities previously severed by the building of the motorways. M66 slip road passing over the Northern Loop instead of under increases noise pollution.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways *to "develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).

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				The Applicant National Highways is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives. In order to reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced and can be found at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan focuses on how the Scheme will reduce carbon emissions during the construction of the Scheme through measures such as potentially using electric (or alternative lower-carbon fuel) construction equipment instead of conventional diesel-powered construction plant and/or the use of low carbon materials. The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. This risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include things like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -

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				6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The change in design of the northern loop does not noticeably change the noise assessment, there would still be one link passing over another in both scenarios. The design was made more efficient both in terms of materials and operational safety to have the M66 south bound slip road passing over the northern loop as fewer materials would be required for the embankment on which the loop is built. Specifically, in terms of noise, as set out in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1), there will be a localised increase in noise close to both the Northern Loop and M66 south bound slip, although it is not predicted to cause adverse impacts when the assessment for the whole Scheme is taken into consideration. The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). It is not within the scope of the Scheme to provide new public footpaths or cycleways.
83	Q6	Not sure on these really	N	The Applicant acknowledges the comments received.
88	Q6	Where we live the live lane will be closer than ever before,so traffic fumes and noise will increase and at the moment we can see hgvs passing so will see them even closer as there isn't a tall sound insulating fence which we think would help.we can also already here workman talking at night while working on the motorway doing regular maintenance not heavy construction	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface

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				to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. This risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include things like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 'Population and human health' standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.
89	Q6	Following on from the earlier question (response 4) whilst i do understand the rather sledgehammer approach to gathering biodiversity points i strongly object to the formation of Highways Agency land, that they will then be responsible to maintain. At present the Highways Agency allows ragwort to grow on the verges of motorways near to agricultural land in contradiction to the guidance given for control of the poisonous plant. Option 1. Why not form narrow strips of land adjacent the motorway and plant these with hedges etc. and	N	The Applicant confirms that maintenance and management of the habitats created through the planting as shown on Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) will, for the first five years after planting, be undertaken in accordance with the Outline Landscape and Ecological Management Plan at Appendix N of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Landscape and Ecology Management Plan will be developed into the Landscape and Ecology Management Plan as part of the Second Iteration Environmental Management Plan and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Beyond the first five years habitat maintenance will be undertaken in accordance with standard highway soft-estate management practices unless monitoring determines that establishment maintenance is still required. Common Ragwort is a native species, specified under the Weeds Act 1959. Responsibility for control rests with the occupier of the land on which the ragwort is growing. The Applicant will manage ragwort growing on land within its responsibility in accordance with Wildlife and Countryside

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		ask the farmers to maintain. In that way we create a natural barrier to the motorway, increase opportunities for biodiversity, and by allowing the farmers to maintain remove the burden on the Highways agency. Option 2. to the NW of the junction there is a whole swath of land (towards Unsworth) that is at present not farmed, thus not growing food. Why not develop this land in lieu and thus maintain farm land and the livelihood of the farmers?		Act 1981. In terms of the location of land required for environmental mitigation i.e., landscape integration to address landscape impacts, restoration/replacement of planting to retain similar levels of visual amenity and to address biodiversity loss in certain areas of the Scheme, the acquisition of some additional plots of land area is needed. These areas of land need to be located immediately adjacent to the Scheme in order to achieve the required landscape integration and visual mitigation. The environmental design is shown in Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2). This shows the location of mitigation planting to offset landscape and biodiversity effects and provide landscape integration of the Northern Loop and also includes planting to integrate the existing road network into the landscape.
90	Q6	Even on my earliest commutes to work (6:30am-7:00am) there is often queues and delays at Simister Island. Traffic can also very quickly back up from minor incidents. Driving home, any time after 3:30pm, queues can occur and as rush hour continues, drivers take risks and make silly decisions to try and avoid the traffic rather than sitting in it (last minute lane changes, cutting lanes on the roundabout, running traffic lights). I often stay at work late to avoid peak rush hour at all costs, preferring to work longer than sit in traffic queues of up to an hour to complete a 20 minute journey. The proposed changes would make a huge difference to make commute, work life balance and quality of life.	N	The Applicant acknowledges the comments received.
91	Q6	Adding road capacity increases emissions so I must strongly disagree with your climate "mitigation" proposals. Inadequate information has been provided on routes for walking, cycling and horse riding so I cannot agree with the proposals to mitigate landscape and visual effects.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in

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				greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1).
92	Q6	There's pros and cons to these proposals and I am quite confident that there will be huge interruptions and damage to my parents and the surrounding neighbours way of living.	N	The Applicant confirms that Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 'Population and human health' standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.
93	Q6	If you don't waste over £207 million, the surrounding environment won't need to be affected.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
94	Q6	Because the new proposal will be 19 times more	N	The Applicant acknowledges the comments received.

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		efficient than the mess we have to contend with now.		
95	Q6	GM official air quality for the area is regularly 1 and Green occasionally dropping to a 2. There is a lot of wildlife diversity in the area which would be adversely effected. The Village of Simister will AGAIN be taking the brunt of these changes. Over the years the residents have had to put up with the M62 being built, followed by the M66 and Finally the M60 which caused years of dust pollution	N	The Applicant confirms that Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on the National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. As detailed in Chapter 5, around Simister there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1) provides a full assessment of the effects on wildlife and the habitats they rely upon, from habitat loss and changes in air quality, noise and vibration, and water quality due to the construction and operation of the Scheme. The chapter details the embedded and essential mitigation required to offset impacts. These measures are set out within the Register of Environmental Actions and Commitments contained within the First Iteration Environmental Management Plan (TR010064/APP/6.5) which will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 8 Biodiversity of the Environmental Statement concludes there would be no significant effects (i.e., moderate, large of very large effects) once mitigation has been taken into account on any biodiversity receptor due to construction and operation of the Scheme. The Applicant will implement a landscaping scheme as shown of Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) which will provide a net gain (3.68% for in area habitats and 58.50% for hedgerows) in the value of habitats for those lost as a result of the Scheme (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery.
102	Q6	It's important to maintain good bio diversity and environmental sustainability	N	The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme, as part of the Applicant's wider Delivery Plan (2020), is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area.
104	Q6	Road improvements urgently needed Proposal provides sensible mitigation to allow this to happen whilst maintaining existing amenities	N	The Applicant acknowledges the comments received.
108	Q6	There needs to be a walking/cycling bridge across this junction to reconnect Sunnybank & Unsworth to	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways *to "develop a comprehensive*

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		Simister & Middleton. (Mode Hill Lane to Egypt Lane). The motorways here create a barrier and severance to walking, wheeling and cycling . The project is an opportunity for National Highways (Highways England) to reconnect communities and allow people to choose active travel. The brochure fails to address walking, wheeling and cycling and review how access for these modes can be improved. As is stated here by National Highways" Our roads link with railway stations, ports, and airports to give people a choice of travel and to support interconnectivity." Please don't overlook the linear severance caused by major roads and motorways to people and wildlife.		*improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). In line with the Road Investment Strategy announcements the creation of additional pedestrian and cycle connections, such as those mentioned, are not within the scope of the scheme. The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). The Applicant has undertaken a detailed assessment of biodiversity as part of the environmental impact assessment for construction and operation of the Scheme as set out in Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1). This provides a full assessment of the effects of the construction and operation of the Scheme on wildlife and the habitats they rely upon. This includes several different types of wildlife including birds, badgers, and other small animals. Appendix 8.6 Breeding Bird Survey Report and Appendix 8.7 Wintering Bird Survey Report of the Environmental Statement Appendices (TR010064/APP/6.3) address breeding birds and wintering birds respectively. With implementation of mitigation (as outlined within Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5), no significant effects are predicted for any biodiversity receptor. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
111	Q6	Also the flyover will be raised, which will raise the soundpath above the existing attenuated walls which go some way to block the existing noise. What attenuation will be put in place to stop the noise from the flyover travelling over the existing walls to residences?	N	The Applicant has set out in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1), that three-dimensional road traffic noise modelling has been undertaken. This takes into account the position (both horizontally and vertically) of the roads in relation to local residential dwellings in both the existing situation and also with the Scheme in place. The road surface laid on the new flyover and Northern Loop will be a conventional low noise surface, reducing noise at source. The road traffic noise model indicates that there will be a localised increase in road traffic noise close to the Northern Loop and flyover, although there are no adverse impacts predicted on surrounding noise sensitive receptors from these new links when the assessment of the whole

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		How will this be monitored and verified compliant post construction?		Scheme is taken into consideration. This is because the volume of traffic that will be using these sections of the junction are relatively low compared to the larger volumes of traffic using the M60, M62 and M66. As such, no other noise mitigation for the new flyover and Northern Loop will be provided as will not be required. The Scheme mitigation measures will be checked to ensure they will perform as they should. This will be undertaken prior to or during installation and will be undertaken through checks on the performance specification of the products being supplied and on-site checks during installation. This way any defects can be identified early while there is still time to change, and any costly rectification is avoided. Details of any construction phase monitoring would be included within a Noise and Vibration Management Plan which would be developed from the Outline Noise and Vibration Management Plan included within the First Iteration Environmental Management Plan (TR010064/APP/6.5). This will include the locations where monitoring is to take place, the duration of monitoring, the specification for any noise and/or vibration measurements and the reporting requirements. Further information on noise assessment is included in Chapter 11 Noise and Vibration of the Environmental Statement. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
114	Q6	The question doesn't really make sense to me. How can I "agree" or "disagree" with air quality? If you are trying to argue that building yet another gigantic road will somehow help climate and biodiversity then you won't be finding justification from me, sorry.	N	The Applicant confirms the UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. To reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced and can be found at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan focuses on how the Scheme will reduce carbon emissions during the construction of the Scheme through measures such as potentially using electric (or alternative lower-carbon fuel) construction equipment instead of conventional diesel-powered construction plant and/or the use of low carbon materials. The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). There is little the Scheme can do to influence road user greenhouse gas emissions, therefore 'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has

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				published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050.
115	Q6	dpn't care about all environmental impacts - irrelevant to the fundamental problem - traffic capacity	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
116	Q6	Don't really care about the aesthetics, rights of way or environmental issues. I'm just sick of the amount of time I waster travelling through this god awful bottleneck. Could not care less about environmental issues. I just need to get through this stretch of road faster.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme does not aim to reduce traffic, it seeks to improve these issues and reduce congestion through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
117	Q6	More scientific details required I.e type of test and equipment used to determine pollutants and locations of monitoring devices	N	Chapter 5 Air quality of the Environmental Statement (TR010064/APP/6.1), and Appendix 5.1 Air Quality Methodology of the Environmental Statement Appendices (TR010064/APP/6.3) provides details of the methodology used to assess air quality impacts as a result of the Scheme. The methodology followed is in accordance with National Highways' Design Manual for Roads and Bridges guidance. Broadly speaking, traffic modelling of the Scheme in the opening year (2029) is used to model air pollution both with and without the Scheme. As monitoring cannot be undertaken for future years, modelling is used. The resulting predicted concentrations are then compared with the UK air quality objectives and limit values for air quality for nitrogen dioxide (NO2), particulate matter (PM10 and PM2.5), which are also discussed and presented in Chapter 5. In addition, a past year is also modelled (in this case 2018) using the same methodology and the results compared to monitored air pollution data for the same year (2018) to confirm that the methodology provides robust predictions. Details of monitoring of nitrogen dioxide are provided in Appendix 5.1 Air Quality Methodology of the Environmental Statement Appendices. The Air Quality Objectives and Limit Values used to assess against for particulate matter, as an annual mean, are 40µg/m3 for PM10 and 20µg/m3 for PM2.5, neither of these levels are exceeded in the construction year or operational year assessments. As discussed in Chapter 5, Air Quality of the Environmental

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				Statement overall, for human health for annual mean nitrogen dioxide (NO2) and particulate matter, no significant effects from road traffic changes during operation and construction of the Scheme are predicted and therefore no further monitoring of the Scheme during operation is planned. Baseline noise monitoring was undertaken in 2021, with the details about locations, equipment used is set out in Chapter 11: Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). There are no current plans for further noise monitoring, though noise measurements may be conducted during the construction phase to monitor noise from construction activity. Details of any construction phase monitoring will be included within a Noise and Vibration Management Plan which will be developed from the Outline Noise and Vibration Management Plan at Appendix B of the First Iteration Environmental Management Plan (TR010064/APP/6.5) for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). If monitoring is required the Noise and Vibration Management Plan will include the locations where monitoring is to take place, the duration of monitoring, the specification for any noise and/or vibration measurements and the reporting requirements.
118	Q6	1) You can't base any decisions on development that may or may not occur as a result of Places for Everyone. The housing targets used to create the plan are years out of date and the Government are in the process of radically changing the planning guidance in ways that make the survival of Places for Everyone in it's current form unlikely. 2) Noise is a big issue in the surrounding areas. At my postcode noise from the existing motorways is audible and can be quite intrusive but this depends on weather and wind direction. How far away from the scheme have you assessed noise levels? How will existing (and new) noise mitigation features be implemented and enhanced to improve, or at least maintain, the noise environment for local residents given that traffic levels will increase once the junction has been improved?	N	The Applicant's modelling of the Scheme does consider future developments and future traffic growths. The modelling of the Scheme traffic model is based on Department for Transport guidance, the modelling only includes development sites that are 'Near Certain' and 'More Than Likely'. In areas where there are no future planned developments, background traffic growth predictions provided by the Department for Transport have been used. The modelling excludes development sites where the classification is either 'Reasonably Foreseeable' (i.e., the outcome may happen) or 'Hypothetical' (i.e., there is considerable uncertainty whether the outcome will ever happen). The details of the Places for Everyone plan, and the associated development sites (which include the Northern Gateway sites) are still under development and currently are in the 'Hypothetical" (i.e., considerable uncertainty whether the outcome will ever happen) category. These development sites / areas are therefore not included in the modelling and are not reported in the Transport Assessment (TR010064/APP/7.4). The Applicant is monitoring the progress of Places for Everyone through the planning process, and if the classification of the Places for Everyone plan changes to 'Near Certain' or 'More Than Likely' then these sites can be included in any future modelling. Further details are available in the Transport Assessment (TR010064/APP/7.4). The Transport Assessment (TR010064/APP/7.4) sets out how we developed our traffic models to reflect the baseline traffic conditions as they were in 2018 and then how the 2018 model was used to forecast future conditions. The 2018 baseline traffic model was developed using various different data sources which includes traffic data (some of which was extracted from WebTRIS which provides traffic flow and journey time data accessible through the National Highways website), anonymous mobile phone data to understand travel patterns, digital maps, and Department for Transport guidance to mention a few. Using the 2018 baseline data, future forecast scenarios were developed as discussed in the Transport Assessment (TR010064/APP/7.4). The report includes details of model scenarios, modelled future years, local developments and how we predicted the future growth. The future year traffic growth was taken from Department for Transport's National Trip End Model Forecasts and the government's projection of future traffic, the National Road Traffic Projections (2022). Therefore, any increases in traffic due to either local developments or natural background growth will have been accounted in the modelling through the Department for Transport's traffic growth predictions. As per Department for Transport, Transport Analysis Guidance, modelling work has been undertaken to understand how the Scheme is likely to perform using Department for Transport's traffic forecasts. Three future year traffic models were developed which were also used to undertake the economic and environmental assessments. The traffic models were developed for 2029 (Scheme opening year), 2044 (Scheme design year, 15 years after Scheme opening) and 2061 (the final

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				year for which Department for Transport has published traffic growth forecast). The traffic models were developed using the Department for Transport's National Trip End Model, which considers national projections in population, employment, housing, car ownership and trip rates. The National Trip End Model forecasts an increase in traffic rather than a reduction (within Greater Manchester around 9% from 2018-2029, 15% from 2018-2044 and 20% from 2018-2061) and this is likely to contribute to increases in delay/congestion in the vicinity of M60 junction 18. If nothing is done, congestion will increase on routes around M60 junction 18 and the major road network, thus the Scheme is required to resolve the identified traffic related problems. The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.
119	Q6	All projects of this type should try and leave things in a better state than before	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
121	Q6	Previous works have failed to meet the same Proposals listed. Noise, Air Quality, Pollution, Dust Particles etc have all worsened. Thankfully we still have a small amount of natural wildlife left in Simister (Deer, Fox, Rabbits, Birds of prey and Bats during the summer months) to mention a few. The loss of more natural habitat may prove irreversible.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant accepts that existing levels of road traffic noise in the area are high, with much of the area being within a Noise Important Area (NIA). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of

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				the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. This risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include things like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area.
123	Q6	The improvements are needed. Higher speed reduces emissions.	N	The Applicant acknowledges the comments received.
124	Q6	Climate would not be affected by any of these measures.	N	The Applicant confirms the UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas

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				emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. In order to reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced and can be found at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan focuses on how the Scheme will reduce carbon emissions during the construction of the Scheme through measures such as potentially using electric (or alternative lower-carbon fuel) construction equipment instead of conventional diesel-powered construction plant and/or the use of low carbon materials. The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). There is little the Scheme can do to influence road user greenhouse gas emissions, therefore 'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050.
125	Q6	Suspect Noise and Vibration to increase if new M60 boundary between J17 & J18 moves closer to residential property at Prestfield Court Whitefield M45 6FH.	N	The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the

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				works. This includes both daytime and night-time working during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
127	Q6	The changes will have a detrimental impact on the area.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e. an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e. some traffic is moved further away). Dust from construction is

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				discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has undertaken a Landscape and Visual Impact Assessment which is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment has looked at the impacts of the Northern Loop during the construction and operational phases. The environmental design shown on Figure 2.3 [he Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and also to provide landscape integration of the Northern Loop. The assessment has concluded that there will be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has aimed to maximise opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18 as a result of the Scheme. A series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044) to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the Environmental Statement Appendices (TR010064/APP/6.3). The First Iteration Environmental Management Plan (TR010064/APP/6.5) contains a Register of Environmental Actions and Commitments and topic specific Management Plans required to mitigate the environmental effects of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
129	Q6	No particular reason.	N	The Applicant acknowledges the comment raised.
131	Q6	My main concern is noise and how this will affect my	N	The Applicant recognises that existing levels of road traffic noise in the area are high, with much of the area being

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		property		within a Noise Important Area, which designates (those locations experiencing the highest noise levels). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) sets out the noise assessment based on the Scheme design which forms the application for development consent. Noise mitigation measures are considered in the order of source/path/receptor, with examples of mitigation at source being road surfacing and path including noise barriers or earth bunds. This is because noise mitigation at source benefits a wider area then the other forms of mitigation. The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The predicted change in road traffic noise on Balmoral Avenue ranges between a -1dB reduction at the western end to -4.5dB reduction at the eastern end with the following completion of the Scheme. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
134	Q6	All are important, but more needs to be done to reduce standing and stop-start traffic at this junction, particularly on the northbound M60 at junction 18.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant confirms that the improved M60 northbound to M60 westbound link will provide a free flow link that resolves the existing issues by increasing the capacity at this location. The existing M60 northbound to M60 westbound free-flow link is presently one lane. The Scheme will provide two lanes with a new hard shoulder. The modified M60 northbound to M60 westbound free-flow link will flow into the improved M60 junction 17 to M60

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				junction 18 five-lane controlled motorway, as well as the free flow link merging onto the mainline through a new double lane gain (i.e., two new lanes created) which will reduce queuing and allow the junction to operate efficiently. Further details can be found on the General Arrangement Plans (TR00064/APP/2.2). Once constructed, the Scheme will remove a significant volume of traffic currently using the signalised junction at Simister Island. The reduction in congestion allows the layout of the circulatory carriageway to re-configured with new road markings. As such, the Scheme intends to upgrade the signals and road markings at Simister Island junction. Additionally, the new M60 eastbound to M60 southbound link, removes traffic from the signalised junction which will increase the overall capacity of the junction and allow for greater optimisation of signal timings for the remaining movements. Further details on the benefits the Scheme will bring can be found in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
135	Q6	Agree if all this is done as described.	N	The Applicant acknowledges the comment raised.
136	Q6	Air quality concerns priority. Visual effects is a concern. Noise and vibration more concern in the evening.	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. This risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include things like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.

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				The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working impacting Warwick Avenue during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during nighttime closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). A Landscape and Visual Impact Assessment has been undertaken and is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment has looked at the impacts of the Northern Loop during the construction and operational phases. The environmental design shown on Figure 2.3 the Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and to provide landscape integration of the Northern Loop. The assessment has concluded that there will be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has aimed to maximise opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18 as a result of the Scheme. A series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044) to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the Environmental Statement Appendices (TR010064/APP/6.3).
139	Q6	Although there are obviously some disruption whilst in construction, out main concern is the noise level. If this can be kept to a minimum great!	N	The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built.

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				This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
142	Q6	The mitigation measures will only be effective if they are carried out. The plans sound good but will be difficult to quantify or hold people to account.	N	The mitigation measures required to offset the impacts of the Scheme are set out in the Register of Environmental Actions and Commitments, within the First Iteration of the Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
143	Q6	Environmental measures have not yet properly been assessed - it's hard to agree to anything when there is no proper studies or reports published. Follow the climate mitigation (build nothing).	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments contained within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details the mitigation measures which aim to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. In order to reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management

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				Plan has been produced and can be found at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan focuses on how the Scheme will reduce carbon emissions during the construction of the Scheme through measures such as potentially using electric (or alternative lower-carbon fuel) construction equipment instead of conventional diesel-powered construction plant and/or the use of low carbon materials. The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). There is little the Scheme can do to influence road user greenhouse gas emissions, therefore 'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050.
144	Q6	Simister village will definitely be adversely impacted, loss of farm land negatively impacting. Air quality will be worse. I think this scheme encourages more cars to use it, not reducing the original issue at all.	N	The Applicant has undertaken detailed assessments of air quality as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). With regards to land use, the permanent (coloured pink) and temporary (coloured green) land use required for the Scheme is illustrated on the Land Plans (TR010064/APP/2.3). The land requirements are optimised as far as possible in line with the overall new infrastructure required and environmental mitigation needed such as landscape planting and provision of new drainage ponds. However, the Applicant will continue to develop the design and will where possible refine the permanent land use even further. Chapter 12 Population and Human Health of the

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				Environmental Statement assesses the impact of the Scheme on land holdings and concludes that there will be a moderate adverse effect on agricultural landholdings to the northeast of Simister as a result of temporary and permanent land take required to deliver the Scheme. The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Transport Assessment (TR010064/APP/7.4) sets out how we developed our traffic models to reflect the baseline traffic conditions as they were in 2018 and then how the 2018 model was used to forecast future conditions. The 2018 baseline traffic model was developed using various different data sources which includes traffic data (some of which was extracted from WebTRIS which provides traffic flow and journey time data accessible through the National Highways website), anonymous mobile phone data to understand travel patterns, digital maps, and Department for Transport guidance. Using the 2018 baseline data, future forecast scenarios were developed as discussed in the Transport Assessment (TR010064/APP/7.4). The report includes details of model scenarios, modelled future years, local developments and how we predicted the future growth. The future year traffic growth was taken from Department for Transport's National Trip End Model Forecasts and the government's projection of future traffic, the National Road Traffic Projections (2022). Therefore, any increases in traffic due to either local developments or natural background growth will have been accounted in the modelling through the Department for Transport's traffic growth predictions. As per Department for Transport, Transport Analysis Guidance, modelling work has been undertaken to understand how the Scheme is likely to perform using Department for Transport's traffic forecasts. Three future year traffic models were developed which were also used to undertake the economic and environmental assessments. The traffic models were developed for 2029 (Scheme opening year), 2044 (Scheme design year, 15 years after Scheme opening) and 2061 (the final year for which Department for Transport has published traffic growth forecast). The traffic models were developed using the Department for Transport's National Trip End Model, which considers national projections in population, employment, housing, car ownership and trip rates. The National Trip End Model forecasts an increase in traffic rather than a reduction (within Greater Manchester around 9% from 2018-2029, 15% from 2018-2044 and 20% from 2018-2061) and this is likely to contribute to increases in delay/congestion in the vicinity of M60 junction 18. If nothing is done, congestion will increase on routes around M60 junction 18 and the major road network, thus the Scheme is required to resolve the identified traffic related problems.
145	Q6	The air quality, noise and ongoing roadworks are bad enough in this area. We don't want it made any worse!	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds

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				as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working during the online works on the M60 between junction 17

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				and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
148	Q6	These proposals are not usually followed will you rehome all wildfire and families of deer in the area. More noise and pollution for residents.	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments contained within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details the mitigation measures which aim to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with the construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area of habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. Deer are not scoped into the assessment as they are not a protected species or listed as a species principal importance which would make them a material consideration in a planning context. However, the risks of collisions will be considered when determining the requirements for deer proof fencing from a human safety perspective at detailed design. Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic

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				changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.
149	Q6	The effects on the environment and surrounding area really worry me. Families of deer roam freely in these areas which is their home.	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments contained within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details the mitigation measures which aim to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with the construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat

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				types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. Deer are not scoped into the assessment as they are not a protected species or listed as a species principal importance which would make them a material consideration in a planning context. However, the risks of collisions will be considered when determining the requirements for deer proof fencing from a human safety perspective at detailed design.
150	Q6	As said before, the noise of the motorway has deterred potential buyers of my property. I am worried that additional capacity will also make the situation worse.	N	The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme. The Applicant recognises that much of the area is within a Noise Important Area, which designates those locations experiencing the highest noise levels. Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) sets out the noise assessment based on the Scheme design which forms the application for development consent. Noise mitigation measures are considered in the order of source/path/receptor, with examples of mitigation at source being road surfacing and path including noise barriers or earth bunds. The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.
151	Q6	Can never mitigate noise, vibration, etc to residents (dust etc) of Ross Avenue. Now the noise and danger from huge vehicles along a narrow road. vibration, destruction od trees or golf courses.	N	The Applicant confirms with regards to Ross Avenue, the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed via Ross Avenue or through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details can be found in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
157	Q6	Same as previous question, reducing congestion is the main priority for me, and anything else that can be done to improve other areas is a bonus.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The

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				network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
158	Q6	After reading the environmental and health impacts of the Scheme , it appears that all has been considered. I would be very keen to see as many trees as possible saved as new planting will take many years to take effect. The trees provide screening and help with the noise, as well as their obvious other benefits to the environment and providing habitats for wildlife. The use of low noise surfacing and noise barriers would be much appreciated too.	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant acknowledges the concerns around green belt farmland and the impacts of construction on the landscape and visual impacts. A Landscape and Visual Impact Assessment has been undertaken and is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment considered the impacts of the Northern Loop during the construction and operational phases of the Scheme. The environmental design shown on Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and to provide landscape integration of the Northern Loop. The assessment has concluded that there would be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has maximised the opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18. The Applicant has designed the Scheme to improve biodiversity and to better integrate the motorway into the landscape and help visually screen the existing motorway and the new Northern Loop which is described in Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). These measures are shown on Figure 2.3, the Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2). These measures comprise of new hedgerow boundaries, some with hedgerow trees; additional woodland which will be planted along the new embankment to screen views of the motorway and open areas of species rich grassland. Around the ponds landscaped areas comprise of new areas of wet woodland, aquatic and marginal planting. A series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044) to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the Environmental Statement Appendices (TR010064/APP/6.3). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low

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				noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.
160	Q6	I didn't really research the environmental effects.	N	The Applicant acknowledges the comments received.
161	Q6	I can only provide an pion on the evaluation information. Impacts in practice may differ	N	The Applicant acknowledges the comments received.
162	Q6	The long term benefits may not out way the short term impacts felt by the local area.	N	The Applicant plans to submit the development consent application to the Secretary of State for Transport (via the Planning Inspectorate) in early 2024. If the development consent application is accepted for examination, it will be independently examined by an Examining Authority, appointed by the Secretary of State, who following the examination will make their recommendation to the Secretary of State on whether the application should be granted. Subject to successful grant of the application for development consent, construction is due to start at the end of 2025 with a circa three and a half year duration resulting in Scheme completion in early 2029, as outlined in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1). The current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction. The Outline Traffic Management Plan (TR010064/APP/7.5) details the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes where possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents.

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				Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
164	Q6	Most of these I am unsure of but I have watched the videos which highlight what impact this has	N	The Applicant acknowledges the comments received.
166	Q6	As I mentioned before this plan is completely flawed with the building of further houses. Its like pouring water on an existing fire with one hand and kerosene with the other. On the other hand the disruption to the residents near the area will be massive and detrimental to our health so I dont want to put up with it as long as they want to build more houses	N	The Applicant is unable to comment on house building policy, which is the responsibility of the local planning authority, Bury Metropolitan Borough Council. The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of

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				change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.
168	Q6	Seems over the top.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
170	Q6	These are all very important issues and need to be considered in this type of work.	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
173	Q6	The plans already concede that there are protected species in the greenbelt areas that would need to be (re)moved, whatever mitigation you can attempt, the best option is to leave them undisturbed, that is how to best protect them. Construction has been affecting this area of motorway frequently for more than 10years, even beyond the 'completed' smart motorway network; while you state noise will be mitigated as far as reasonably necessary, we already experience loud noise from construction and diggers on the motorways late at night and it is ridiculous, frankly, that you want to do another set of it. Clearly something hasn't been fixed or just hasn't been managed well. Climate, air quality and noise, these definitely will be	N	Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1) provides a full assessment of the effects on wildlife and the habitats they rely upon, from habitat loss and changes in air quality, noise and vibration, and water quality due to the construction and operation of the Scheme. The chapter details the embedded and essential mitigation required to offset impacts. These measures are set out within the Register of Environmental Actions and Commitments contained within the First Iteration Environmental Management Plan (TR010064/APP/6.5) which will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 8 Biodiversity of the Environmental Statement concludes there would be no significant effects (i.e., moderate, large of very large effects) once mitigation has been taken into account on any biodiversity receptor due to construction and operation of the Scheme. The Applicant will implement a landscaping scheme as shown of Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) which will provide a net gain (3.68% for area for habitats and 58.50% for hedgerows) in the value of habitats for those lost as a result of the Scheme (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3), maximising biodiversity delivery. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat

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		affected when allowing more motors on the motorway network? Mitigate - don't do it, remove the bottlenecks closer to Manchester and that will be more effective.		types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working impacting Warwick Avenue during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place.

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				This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. This risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include things like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. To reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced and can be found at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan focuses on how the Scheme will reduce carbon emissions during the construction of the Scheme through measures such as potentially using electric (or alternative lower-carbon fuel) construction equipment instead of conventional diesel-powered construction plant and/or the use of low carbon materials. The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). There is little the Scheme can do to influence road user greenhouse gas emissions, therefore 'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050.

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				The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1).
174	Q6	Waste of time and money. This entire project is not needed	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
182	Q6	This scheme will lead to less land available for nature and biodiversity, more pollution and more concrete poured across green land. This so called mitigation is greenwashing and window-dressing from pope whose only concern is profit for the construction companies and their allies	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in areas of habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the

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				Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. In order to reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced and can be found at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan focuses on how the Scheme will reduce carbon emissions during the construction of the Scheme through measures such as potentially using electric (or alternative lower-carbon fuel) construction equipment instead of conventional diesel-powered construction plant and/or the use of low carbon materials. The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). There is little the Scheme can do to influence road user greenhouse gas emissions, therefore 'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050. Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the

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				Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.
184	Q6	pending a government that gives a s**t about public transport investment, this is required for safety	N	The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
188	Q6	It seems the proposals deliver the bare minimum in terms of environmental impact e.g. noise, air quality and biodiversity.	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB

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				for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. This risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include things like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in areas of habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area.
190	Q6	The information is not specific enough, it does not say how you will do this, only that you will.	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
193	Q6	I am no expert in any of the above and some of them are irrelevant to me as regards improving the junction.	N	The Applicant acknowledges the comments received.
195	Q6	I think standards are too onerous requiring all these new ponds for what in majority is existing roads.	N	The Applicant confirms the Scheme design includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental

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				Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The ponds are also required for water treatment. A detailed assessment of water quality has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Appendix 13.2. Water Quality Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). The assessment specifically looks at the issues arising from routine runoff from the road surface during operation. The assessment of potential impacts uses the Highways England Water Risk Assessment Tool, as detailed National Highways' Design Manual for Roads and Bridges LA 113. Highways England Water Risk Assessment Tool is a multi-step approach to assess the impacts of pollutants as a result of the Scheme. Where impacts are identified recommendations to include Sustainable Drainage Systems have been incorporated into the design. Sustainable Drainage Systems (swales, attenuation ponds etc.) allow the water from the highway to be treated before being released. The results of the assessments suggest that all discharges from the Scheme are below the environmental quality standard thresholds for water quality.
197	Q6	We don't know yet what the air quality will be before it is finished.	N	The Applicant has undertaken detailed assessment of air quality as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during

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				construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
198	Q6	Environmentally, we have a terrible situation where the Simister is clogged up with standing traffic. I am rarely, if ever, in favour of building new roads, but improving the flow of traffic at this junction can only have positive effects on the environment.	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e. an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e. some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area.

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199	Q6	As already outlined, I cannot respectfully see how the increase in traffic, the works being completed can improve any of the above.	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e. an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e. some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the

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				effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.
200	Q6	We live right next to the motorway. At the moment it is loud but manageable. I am concerned that the works will increase traffic flow, making the air quality and noise worse. The trees currently planted on the side of the motorway are not evergreen and shed leaves. This means that workmen will be able to see into our house when carrying out the works.	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that, the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. A Landscape and Visual Impact Assessment has been undertaken and is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment has looked at the impacts of the Northern Loop during the construction and operational phases. The environmental design shown on Figure 2.3 the

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				Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and to provide landscape integration of the Northern Loop. The assessment has concluded that there will be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has aimed to maximise opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18 as a result of the Scheme. The Applicant will be replacing the vegetation along the embankment with native trees and shrubs with a higher proportion of lower growing shrubs including evergreens, which should provide better screening in the future. The environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting. Indicative species mixes are provided in Appendix N Outline Landscape and Ecology Management Plan of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Landscape and Ecology Management Plan will be developed into the Landscape and Ecology Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). A series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044) to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the Environmental Statement Appendices (TR010064/APP/6.3). During the Scheme construction in some locations there will be a requirement to remove vegetation. Tree belts along the motorway verges will be retained and protected where practicable. Vegetation will be reinstated along most sections of the highway boundary and will include evergreen species and slightly larger 'feathered' trees to improve visual screening earlier during the establishment of the woodland areas along embankments. The woodland belt would establish to provide a similar level of filtering or screening of cars and headlights, by the design year (year 15 (2044) of operation) as that which currently exists. Work areas will be secured with boundary fencing to segregate the construction working area and prohibit access. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, and appointment of a community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns. Any concerns regarding privacy will be assessed individually, with the option of adding privacy netting to the already erected boundary fencing where practicable.
201	Q6	No impact reports by surveyors have been provided yet. The statements are unsubstantiated.	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments contained within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).

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202	Q6	I have outlined this in my previous comments. The area myself and my family live in will be destroyed, plus it will be impossible to move as my house value will decline.	Y	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report (TR00064/APP/5.1). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
204	Q6	There appears to be little noise mitigation measures between junction 17 and 18 on either side of the carriage way?	N	The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.
205	Q6	Air quality isn't great is this area	N	Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
209	Q6	The work will help the area overall in the long run if done well at the micro level. There will be untold	Y	The Applicant assumes, based on the context of the response and the other responses from this respondent, that the mention of Pond 3 is a mistake and therefore has answered with regards to Pond 6.

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		damage to the Trees estate and surrounding roads from pond 3		The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
211	Q6	This needs to be done	N	The Applicant plans to submit the development consent application to the Secretary of State for Transport (via the Planning Inspectorate) in early 2024. If the development consent application is accepted for examination, it will be independently examined by an Examining Authority, appointed by the Secretary of State, who following the examination will make their recommendation to the Secretary of State on whether the application should be granted. Subject to successful grant of the application for development consent, construction is due to start at the end of 2025 with a circa three and a half year duration resulting in Scheme completion in early 2029, as outlined in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1).
214	Q6	At the meeting attended very little information was given with regards to environmental issues the focus of the representatives was its positive effects on transportation. The environmental scientist introduce was more influenced about the lack of endangered species rather than the possible polluting effects of the "improvements". Due to the lack of available land for the favored establishment of green corridors (trees shrubs etc) on most widening schemes it seems air quality will decreased in the adjacent domiciles.	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area.
215	Q6	Not enough information has been given to assure residents that there will be no negative impact on air quality. For residents on Marston Close who are most closely affected, there will be a negative impact on landscape which could devalue property. No assurance has been given in relation to noise during the construction phase at all. The noise during the smart motorway construction was bad enough and community liaison was not good enough. Highways do	N	Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). The worst-case location on Marston Close (R39 in Appendix 5.2 Air Quality Results of the Environmental Statement Appendices

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		not respond as it is regarding noise during the night; we have to live here! Model Hill Lane is already severely congested and the suggested site compound and storage area near pond 7 will have a massive impact on residents. Yet no compensation until a year AFTER the scheme is operational. What about the construction?		(TR010064/APP/6.3)) does not have a significant change in air quality concentrations in either construction or operation. Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). A Landscape and Visual Impact Assessment has been undertaken and is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment has looked at the impacts of the Northern Loop during the construction and operational phases. The environmental design shown on Figure 2.3 the Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and to provide landscape integration of the Northern Loop. The assessment has concluded that there will be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has aimed to maximise opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18 as a result of the Scheme. A series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044) to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the Environmental Statement Appendices (TR010064/APP/6.3). The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working impacting Warwick Avenue during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other

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				disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has developed the construction methodology in relation to the current design of the Scheme and the space available on the existing network. The length of the construction programme is driven by the intention to retain the existing number of traffic lanes open on the M60 / M66 / M62 during construction, to minimise the impact on traffic. Maintaining the existing number of lanes on the network will mean there is little available working space during the daytime, which means the Applicant will need to introduce nighttime closures on the M60 / M66 / M62. The traffic management strategy, which gives an overview of the phases and the required network closures during construction, can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan sets out the diversion routes the Scheme will utilise during night closures of the M60 / M66 / M62. The Outline Traffic Management Plan will be developed into the Traffic Management Plan for implementation during construction and secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1). The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes where possible. Mode Hill Lane has been included within the Order Limits as the Applicant needs to connect the main compound located opposite Mode Hill Lane to existing utilities. To complete the utility connections the Applicant will need to install temporary traffic management, the utilities companies have indicated that this will likely only require two-way traffic lights for a short duration, however this may be subject to change as discussions with the utilities companies continue Once the scope of work is fully understood in this area detailed engagement will be undertaken with affected residents. During the construction period, a detailed schedule and plan of work will be communicated with residents well in advance of works taking place, including working hours, durations, expected disruption and access implications. With regards to Mode Hill Lane, access will be required during the day for a short period of time. This will be planned with local residents and users of Mode Hill Lane to ensure minimum disruption. Accesses to properties neighbouring the Scheme will be a maintained throughout the construction and operation of the Scheme. During the operation of the main compound, access for all large construction vehicles will be via the strategic road network and the local road network would only be used occasionally for small work vans or in an emergency situation. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the

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				First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
216	Q6	I am 10 years old. How can you reassure me that the air quality will be safe for my future? How can you reassure me that the noise will not wake me up in the night like it did during smart motorway construction and like it does with night traffic now?	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.

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				The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working impacting Warwick Avenue during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
217	Q6	The planned works will have a detrimental affect to the local wildlife and to human health with the extra vehicles on the road	N	Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1) provides a full assessment of the effects on wildlife and the habitats they rely upon, from habitat loss and changes in air quality, noise and vibration, and water quality due to the construction and operation of the Scheme. The chapter details the embedded and essential mitigation required to offset impacts. These measures are set out within the Register of Environmental Actions and Commitments contained within the First Iteration Environmental Management Plan (TR010064/APP/6.5) which will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 8 Biodiversity of the Environmental Statement concludes there would be no significant effects (i.e., moderate, large of very large effects) once mitigation has been taken into account on any biodiversity receptor due to construction and operation of the Scheme. The Applicant will implement a landscaping scheme as shown of Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) which will provide a net gain (3.68% areas for habitats and 58.50% for hedgerows) in the value of habitats for those lost as a result of the Scheme (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3), maximising biodiversity delivery. Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of

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				change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.
218	Q6	ACCESS VIA THE ONLY EXIT TO OUR HOMES SAFETY AT THE JUNCTION OF LIME /ROSS AVENUE INCREASED VOLUME OF TRAFFIC FROM TIPPER LORRIES USING ROUTE IN AND OUT OF ESTATE AIR AND NOISE POLLUTION EFFECT ON PROPERTY PRICES	Y	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1). The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e. an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e. some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.

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219	Q6	See above. Also if the motorway was widened this would encourage more vehicle use and less use of public transports and trains. Wildlife's, ponds, flooding, air quality remains a huge concerns for me	N	The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives. The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1) provides a full assessment of the effects on wildlife and the habitats they rely upon, from habitat loss and changes in air quality, noise and vibration, and water quality due to the construction and operation of the Scheme. The chapter details the embedded and essential mitigation required to offset impacts. These measures are set out within the Register of Environmental Actions and Commitments contained within the First Iteration Environmental Management Plan (TR010064/APP/6.5) which will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 8 Biodiversity of the Environmental Statement concludes there would be no significant effects (i.e., moderate, large of very large effects) once mitigation has been taken into account on any biodiversity receptor due to construction and operation of the Scheme. The Applicant will implement a landscaping scheme as shown of Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) which will provide a net gain (3.68% area for habitats and 58.50% for hedgerows) in the value of habitats for those lost as a result of the Scheme (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3), maximising biodiversity delivery. The Scheme design includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of

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				CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The ponds are also required for water treatment. A detailed assessment of water quality has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Appendix 13.2. Water Quality Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). This specifically looks at the issues arising from routine runoff from the road surface during operation. The assessment of potential impacts uses the Highways England Water Risk Assessment Tool, as detailed National Highways' Design Manual for Roads and Bridges LA 113. Highways England Water Risk Assessment Tool is a multi-step approach to assess the impacts of pollutants. Where impacts are identified recommendations to include Sustainable Drainage Systems have been incorporated into the design. Sustainable Drainage Systems (swales, attenuation ponds etc.) allow the water from the highway to be treated before being released. The results of the assessments suggest that all discharges from the Scheme are below the environmental quality standard thresholds for water quality. Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
220	Q6	I don't think you've gone far enough in mitigation, residents will be affected and all that has been said is 'maybe this, maybe that' no assurances	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration

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				Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
221	Q6	The air quality in Simister is bad enough now. I would like to see more planting of trees or screening not only for visual effects, air quality and noise abatement but, more importantly for the wildlife in the area. I would not like to see the removal of existing trees to make way for more infrastructure.	N	Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). A Landscape and Visual Impact Assessment has been undertaken and is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment has looked at the impacts of the Northern Loop during the construction and operational phases. The environmental design shown on Figure 2.3 [the Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and to provide landscape integration of the Northern Loop. The assessment has concluded that there will be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has aimed to maximise opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18 as a result of the Scheme. A series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044) to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the Environmental Statement Appendices (TR010064/APP/6.3). The use of shrubs or trees as a noise barrier has been shown to be effective only if the foliage is at least 10m deep, dense, and consistent for the full height of the vegetation. Alongside the M60 between junction 17 and 18 there is not sufficient space to provide such quantity of vegetation. The Applicant has undertaken a detailed assessment of biodiversity as part of the environmental impact assessment for construction and operation of the Scheme as set out in Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1). This provides a full assessment of the effects of the construction and operation of

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				the Scheme on wildlife and the habitats they rely upon. This includes several different types of wildlife including birds, badgers, and other small animals. Appendix 8.6 Breeding Bird Survey Report and Appendix 8.7 Wintering Bird Survey Report of the Environmental Statement Appendices (TR010064/APP/6.3) address breeding birds and wintering birds, respectively. The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. With implementation of mitigation (as outlined within Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5)), no significant effects are predicted for any biodiversity receptor. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken an Arboricultural Impact Assessment and is included in Appendix 7.5 Arboricultural Impact Assessment of the Environmental Statement Appendices (TR010064/APP/6.3). An iterative process has been undertaken to refine the Scheme design to avoid tree loss where possible. The Arboricultural Impact Assessment covers trees and woodland that could be affected by the Scheme and Figure 7.5.1 Tree Constraints Plan and Figure 7.5.2: Tree Removal Plan, at Annex A of Appendix 7.5 of the Environmental Statement Appendices show the locations of trees within the Order Limits, and those currently at risk of removal. The Arboricultural Impact Assessment also includes recommendations for tree protection measures during the construction phase. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) states that an Arboricultural Method Statement will be produced at the detailed design stage to detail how existing trees within temporary working areas will be protected. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
222	Q6	Do not believe we are qualified to comment on the topics covered in Q5	N	The Applicant has appointed experts to design and construct the Scheme however as the Scheme is defined as a Nationally Significant Infrastructure Project under the Planning Act 2008 the Applicant is required to consult on the design of the Scheme with those living close to and directly impacted by the Scheme as well as other prescribed consultees, before an application for development consent can be made. Further details are available in the Consultation Report (TR010064/APP/5.1)
225	Q6	Again things need to be done to make the scheme.	N	The Applicant acknowledges the comments received.
226	Q6	There's enough pollution and noise, we don't need our	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme

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		lives and environment destroyed any further, plus increase in number of vehicles. We have all this many times over the last 20 or so years, we love our homes and don't need any changes, it is causing stress and anxiety.		design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e. an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e. some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. Chapter 12, Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health.

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				The assessment presented in Chapter 12, Population and Human Health of the Environmental Statement (TR010064/APP/6.1) identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.
228	Q6	This area will be totally spoilt forever. The deer, crested newts and bats will be destroyed and will never return. Trees will be ripped down that have taken 100s of years to grow. You might replant, but our generation will never see the benefits.	N	The Applicant has undertaken a detailed assessment of biodiversity as part of the environmental impact assessment for construction and operation of the Scheme as set out in Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1). This provides a full assessment of the effects of the construction and operation of the Scheme on wildlife and the habitats they rely upon. This includes several different types of wildlife including birds, badgers, and other small animals. Appendix 8.6 Breeding Bird Survey Report and Appendix 8.7 Wintering Bird Survey Report of the Environmental Statement Appendices (TR010064/APP/6.3) address breeding birds and wintering birds, respectively. With implementation of mitigation (as outlined within Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5), no significant effects are predicted for any biodiversity receptor. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. The Applicant has undertaken an Arboricultural Impact Assessment and is included in Appendix 7.5 Arboricultural Impact Assessment of the Environmental Statement Appendices (TR010064/APP/6.3). An iterative process has been undertaken to refine the Scheme design to avoid tree loss where possible. The Arboricultural Impact Assessment covers trees and woodland that could be affected by the Scheme and Figure 7.5.1 Tree Constraints Plan and Figure 7.5.2: Tree Removal Plan, at Annex A of Appendix 7.5 of the Environmental Statement Appendices show the locations of trees within the Order Limits, and those currently at risk of removal. The Arboricultural Impact Assessment also includes recommendations for tree protection measures during the construction phase. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) states that an Arboricultural Method Statement will be produced at the detailed design stage to detail how existing trees within temporary working areas will be protected. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental

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				Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
230	Q6	Makes the best of a bad situation.	N	The Applicant acknowledges the comments received.
232	Q6	Air quality is the main concern.	N	The Applicant has undertaken detailed assessments of air quality as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e. an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e. some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
233	Q6	Biggest negative impacts are from the changes to the public rights of way impacting facilities for walkers, cyclists, horse riders, access to biodiversity and cultural heritage. The points raised in previous comment should be taken onboard to address this.	N	The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1).
235	Q6	Anything that improves the environment for wildlife and ourselves needs to happen	N	Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1) provides a full assessment of the effects on wildlife and the habitats they rely upon, from habitat loss and changes in air quality, noise and vibration, and water quality due to the construction and operation of the Scheme. The chapter details the embedded and essential mitigation required to offset impacts. These measures are set out within the Register of Environmental Actions and Commitments contained within the First Iteration Environmental Management Plan (TR010064/APP/6.5) which will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order

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				(TR010064/APP/3.1). Chapter 8 Biodiversity of the Environmental Statement concludes there would be no significant effects (i.e. moderate, large of very large effects) once mitigation has been taken into account on any biodiversity receptor due to construction and operation of the Scheme. The Applicant will implement a landscaping scheme as shown of Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) which will provide a net gain (3.68% in areas for habitats and 58.50% for hedgerows) in the value of habitats for those lost as a result of the Scheme (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3), maximising biodiversity delivery. Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.
236	Q6	As an asthma sufferer, I feel my quality of life will deteriorate significantly. The extra traffic will increase vibration and further damage my property. The visual impact will reduce the property value significantly.	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11, Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e. an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e. some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the

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				road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally. The Applicant has undertaken a Landscape and Visual Impact Assessment which is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment has looked at the impacts of the Northern Loop during the construction and operational phases. The environmental design shown on Figure 2.3 the Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and also to provide landscape integration of the Northern Loop. The assessment has concluded that there will be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has aimed to maximise opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18 as a result of the Scheme. A series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044) to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the Environmental Statement Appendices (TR010064/APP/6.3). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
238	Q6	I think the air quality near the motorway is already bad	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the

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		and if it comes nearer to our property it will only get worse. The extra traffic will also cause more noise and vibration impacting on the value of the property.		environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e. an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e. some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
240	Q6	I live in the apartments extremely to the motorway between J17 and Simister Island. With a 5th lane and hard shoulder we may as well live in the motorway!	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18,

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				particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Around Simister there is generally a reduction in air pollution concentrations (i.e. an improvement in air quality) with the Scheme in place. This reduction is due to traffic using the Northern Loop slip road (i.e. some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11, Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement in the area of Simister Village changes in road traffic noise are predicted to be within the range of a 1dB decrease to a 1dB increase. This level of change is unlikely to be noticed by residents here. The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10

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				Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
241	Q6	Comprehensive explanation in booklet.	N	The Applicant acknowledges the comments received.
245	Q6	All of the above elements will be positively affected.	N	The Applicant acknowledges the comments received.
246	Q6	All above elements will be directly/positively affected.	N	The Applicant acknowledges the comments received.
247	Q6	As with previous question. Funds should be diverted to improve the current dire state of NW public transport. No extension if motorway facilities at all.	N	The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
249	Q6	Been unable to access W.T.S online.	N	The Applicant is unsure what W.T.S stands for in the context of the question asked in the consultation brochure response form.
250	Q6	We don't want the noise, disruption, dust and the encroachment to our property.	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e. an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e. some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the

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				Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
251	Q6	Add to this the light pollution caused by the newly installed LED street lights on the M60 Junction 17. No provision for the to be downward facing.	N	The Applicant confirms, that due to the junction layout and the short distances between junctions on the M60 all sections of the Scheme will either remain lit or will be provided with new lighting in accordance with National Highways' Design Manual for Roads and Bridges and specified to mitigate, as far as practicable, light spill from the carriageway. This will include installation of "hoods" on the lights where necessary. An assessment of the visual effects from street lighting and from car headlights are addressed as part of the visual impact assessment in Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1).
253	Q6	It will cause significant harm to the purposes of the Green Belt land. Simister Village Wetlands has any assessment been undertaken on the impact these plans will have on the biodiversity of that area? And why are these not included?	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the

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		We understand there are peat deposits which will be impacted (releasing carbon into the atmosphere and preventing future restoration opportunities). Simister wildlife and residents will be significantly impacted by the increased pollution caused by the Scheme (air, noise, light, vibration and water). There is no information about the carbon emissions caused by the construction of the Scheme, nor the total additional carbon emissions over the lifetime of the Scheme. There is no assessment of Green Belt Harm. There is no road accident information. Traffic modelling is based on 2018 forecasts, which are 5 years out of date (there has been significant increases in traffic in GM since 2018) Further the data used for the environmental assessment is taken from data from GMCA this data was not recorded in Simister but in Bagaley Crescent off Heywood old road. Those residents do not receive the impact of the M60, M62 and M66 that the residents of Simister do they only have the M60 pollution nearby. So how can that data used produce modelling that is accurate? Simister's Knox tubes were removed by the Council and re situated out of Simister, therefore the environmental assessment is flawed. Finally the fact that the biggest changes to Simister Village history are being discussed by planners as we speak. Highways England are fully aware of these changes as confirmed by [anonymised], and therefore it is absolutely shameful and negligent of Highways England not to take this into account when spending tax payers money on modelling. The fact the modelling does not reflect a 1.2 square millions feet industrial park that is being proposed for 500 metres away from the proposed link road is absolutely atrocious.		draft Development Consent Order (TR010064/APP/3.1). The Applicant acknowledges the concerns around green belt farmland and the impacts of construction on the landscape and visual impacts. A Landscape and Visual Impact Assessment has been undertaken and is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment considered the impacts of the Northern Loop during the construction and operational phases of the Scheme. The environmental design shown on Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and also to provide landscape integration of the Northern Loop. The assessment has concluded that there would be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has maximised the opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction18. The Applicant is not aware of Simister Village Wetlands but has however undertaken an assessment of an appropriate buffer around the Scheme which includes all habitats and designated sites with the potential to be affected by the Scheme. Chapter 8 Biodiversity of the ES (TR010064/APP/6.1) is supported by Appendix 13.5 Groundwater Dependent Terrestrial Ecosystems Report of the Environmental Statement Appendices (TR010064/APP/6.3) to identify where construction or operation of the Scheme would lead to an impact on groundwater dependent habitats. Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1) summarises the baseline information available with respect to potential peatland habitats and assesses the potential effects of the Scheme on peat, including loss of peat and impacts on peat-dependent habitats. Further information in relation to the presence and potential impacts on peat can be found in t: Chapter 9 Geology and soils, Chapter 10 Material assets and Waste and Chapter 14 Climate of the Environmental Statement. In consultation with Natural England appropriate mitigation for the management and handling of soil materials, including any peat, is described within the Outline Soil Management Plan in Appendix F in the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Soil Management Plan will be developed into the Soil Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The results of Scheme specific soil surveys and ground investigations indicate that there are limited existing peat soils on site. At most locations, only limited and isolated buried peat has been identified, with those peaty soils/horizons encountered tending to be clustered in the north-west of the Order Limits where fewer permanent works will take place. The results of the soil surveys and ground investigations is summarised in Chapter 9 Geology and Soils of the Environmental Statement (TR010064/APP/6.1), with the detailed survey reports provided in Appendix 9.2: Agricultural Land Classification Survey Report and Appendix 9.3: Ground Investigation Report of the Environmental Statement Appendices (TR010064/APP/6.3). Potential greenhouse gas emissions associated with the extraction of peat soils are presented in Section 14.10 of Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1). There may be situations where excavation of peat is unavoidable due to safety concerns as peat deposits are highly compressible and would introduce a potential risk for excessive settlement and lateral movement following construction if left in-situ. If an embankment were to be constructed on the peat material, this could result in damage and/or collapse of the highway. Not addressing this issue would be an unacceptable risk to introduce

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		I request that Simister residents be given assurance that if places for everyone is passed by the planners, that the environmental assessment is re worked and new modelling includes this major change to the area, and forms part of this consultation in the near future. Further I request that highways England gives the Village of Simister knox tubes, so that you can then use this data in the future and ensure accurate modelling is undertaken. This would also give the residents of Simister the right to take legal action against Highways England for the impacts to health. I already have confirmation from Bury Council that Highways England are responsible for our pollution. Further, if the bill below is successful we will have the right to stop you destroying our air without having any accountability or responsibility to improve it. And Knox tubes will be a legal right for areas next to motorways as should have been the case all along. There is a bill currently being passed through the House of Commons with regard to our right to clean air. (https://bills.parliament.uk/bills/3161) I was assured in writing that GMCA and HE would collaborate on plans for Simister Village. Clearly this collaboration has not occurred, if it had you would have put Knox tubes in simister years ago when our council removed them and when you were aware that we didn't have any. We the residents of this village will not have to take this bullying behaviour much longer we will very soon have the right to legal action against Highways England for negligence caused by modelling taken from data that is 5 years out of date, from data taken not from an area not in Simister, and used in a consultation process with residents, I think that would be grounds for a Judicial Review, secondly for not collaborating with GMCA about the impacts and changes to Simister when producing your assessments.		during operation of the Scheme. Remedial measures to reduce secondary consolidations and settlement involve the excavation and replacement of the peat material with granular fill, followed by the installation of band drains. Any peat/peaty material excavated during the works would be handled in accordance with the Outline Soil Management Plan in Appendix F the First Iteration Environmental Management Plan (TR010064/APP/6.5), which has been developed in accordance with good practice guidance and would help mitigate potential adverse effects on all soil resources. Assessment of the impact on these small peaty pockets is being carried out in consultation with Natural England; details of this consultation will be captured within a Statement of Common Ground which will be submitted to the Examining Authority during the course of the examination. Potential greenhouse gas emissions associated with the extraction of peat soils are presented in Section 14.10 of Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1) and are shown to make a relatively minor (approximately 4%) contribution to total estimated construction phase greenhouse gas emissions. The Applicant has undertaken a detailed assessment of biodiversity as part of the environmental impact assessment for construction and operation of the Scheme as set out in Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1). This provides a full assessment of the effects of the construction and operation of the Scheme on wildlife and the habitats they rely upon. This includes several different types of wildlife including birds, badgers, and other small animals. Appendix 8.6 Breeding Bird Survey Report and Appendix 8.7 Wintering Bird Survey Report of the Environmental Statement Appendices (TR010064/APP/6.3) address breeding birds and wintering birds, respectively. The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. With implementation of mitigation (as outlined within Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5), no significant effects are predicted for any biodiversity receptor. The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic

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		Costs are estimated at between £260m-£340m for the Scheme itself, this potentially could be much higher once the bill for our right to clean air is passed by the House. Those carrying out this consultation are more than aware, they are consulting over flawed assessments and thus deliberately misrepresenting the impacts of this link road to the people of Greater Manchester.		changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Due to the conclusion of no significant effects due to air quality, there is no future planned monitoring using nitrogen dioxide (NO2) tubes by the Applicant in the vicinity of the Scheme. Baseline monitoring using NO2 tubes was carried out in Simister and elsewhere, by the Applicant. to underpin the assessment and supplement that undertaken by other parties, as explained in Chapter 5 Air Quality of the Environmental Statement. Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant confirms, that due to the junction layout and the short distances between junctions on the M60 all sections of the Scheme will either remain lit or will be provided with new lighting in accordance with National Highways' Design Manual for Roads and Bridges and specified to mitigate, as far as practicable, light spill from the carriageway. This will include installation of "hoods" on the lights where necessary. An assessment of the visual effects from street lighting and from car headlights are addressed as part of the visual impact assessment in Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The Applicant has undertaken an assessment of water quality impacts which is presented in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1) and is supported by Appendix 13.2: Water Quality Assessment of the Environmental Statement Appendices (TR010064/APP/6.3). This specifically looks at the issues arising from routine runoff from the road surface during operation of the Scheme. The assessment of potential impacts utilises the Highways England (now National Highways) Water Risk Assessment Tool, as detailed in National Highways 'Design Manual for Roads and Bridges LA 113 - 'Road drainage and the water environment.' The assessment shows that all discharges from the Scheme are below the Environmental Quality Standards thresholds for copper and zinc concentrations. To set the safety objectives for the Scheme, consideration was given to the underlying change in collision and

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				injury rates on comparable sections of the road network. Two sources of data were considered: collision data for the motorway network as a whole and the Smart Motorway Stocktake to investigate if the performance of other sections of Controlled Motorways could be utilised. The collision data for the five-year period between 1 January 2010 to 31 December 2014 inclusive was analysed and compared to the data for the period 1st January 2019 to 31 December 2019. The analysis showed that the 2010 – 2014 period is still sufficiently representative, in terms of types, severity and general location, to be used to set the baseline. The safety objectives will be revised throughout the design development and a revision of the safety objectives including the collision analysis will be updated when the effect of Covid 19 on collision rates is better understood and there will be more data available for the M60 Junction 17 to Junction 18 link operating as a section of Controlled Motorway. The Transport Assessment (TR010064/APP/7.4) sets out how we developed our traffic models to reflect the baseline traffic conditions as they were in 2018 and then how the 2018 model was used to forecast future conditions. The 2018 baseline traffic model was developed using various different data sources which includes traffic data (some of which was extracted from WebTRIS which provides traffic flow and journey time data accessible through the National Highways website), anonymous mobile phone data to understand travel patterns, digital maps, and Department for Transport guidance to mention a few. Using the 2018 baseline data, future forecast scenarios were developed as discussed in the Transport Assessment (TR010064/APP/7.4). The report includes details of model scenarios, modelled future years, local developments and how we predicted the future growth. The future year traffic growth was taken from Department for Transport's National Trip End Model Forecasts and the government's projection of future traffic, the National Road Traffic Projections (2022). Therefore, any increases in traffic due to either local developments or natural background growth will have been accounted in the modelling through the Department for Transport's traffic growth predictions. As per Department for Transport, Transport Analysis Guidance, modelling work has been undertaken to understand how the Scheme is likely to perform using Department for Transport's traffic forecasts. Three future year traffic models were developed which were also used to undertake the economic and environmental assessments. The traffic models were developed for 2029 (Scheme opening year), 2044 (Scheme design year, 15 years after Scheme opening) and 2061 (the final year for which Department for Transport has published traffic growth forecast). The traffic models were developed using the Department for Transport's National Trip End Model, which considers national projections in population, employment, housing, car ownership and trip rates. The National Trip End Model forecasts an increase in traffic rather than a reduction (within Greater Manchester around 9% from 2018-2029, 15% from 2018-2044 and 20% from 2018-2061) and this is likely to contribute to increases in delay/congestion in the vicinity of M60 junction 18. If nothing is done, congestion will increase on routes around M60 junction 18 and the major road network, thus the Scheme is required to resolve the identified traffic related problems. The Applicant acknowledges the request to consider future development sites, specifically 'Places for Everyone'. The modelling of the Scheme does consider future developments and future traffic growths. The modelling of the Scheme traffic model is based on Department for Transport guidance, only includes development sites that are 'Near Certain' and 'More Than Likely'. In areas where there are no future planned developments, background traffic growth predictions provided by the DfT have been used. The modelling excludes development sites where the classification is either 'Reasonably Foreseeable' (i.e., the outcome may happen) or 'Hypothetical' (i.e., there is considerable uncertainty whether the outcome will ever happen). As an example, the details of the Places for Everyone plan, and the associated sites (which include the Northern Gateway sites) are still under development. These development sites / areas are therefore omitted from the modelling and are not reported in the Transport Assessment (TR010064/APP/7.4). Currently the classification for Places for Everyone is 'Hypothetical' (i.e., considerable uncertainty whether the outcome will ever happen). The Applicant is monitoring the progress of Places for Everyone through the planning process, and if the classification of the Places for Everyone plan changes to 'Near Certain' or 'More Than Likely' then these sites can be included in any future modelling.

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				The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme. Respondents are able to sign up for updates via the Applicant's Scheme website. This will enable them to receive updates at key milestones such as confirmation the application for development consent has been accepted for examination by the Planning Inspectorate. Respondents can also register as an Interested Party on the Scheme webpage of the National Infrastructure Planning website following acceptance of the application for development consent for examination. Further details will be publicised at that time in local newspapers as well as on the Applicant's Scheme website. The Clean Air Act(s) (1956 to 1993 various Acts) relate primarily to industrial and domestic air pollution not road transport. The relevant Acts to the air quality assessment (not the Clean Air Act(s)) and the ability of the Scheme to meet the relevant air quality objectives and legal limit values are discussed in Section 5.3 Chapter 5 Air Quality of the Environmental Statement (TR010064/APP/6.1). "Ella's law" which is currently the Clean Air (Human Rights) Bill is not an act and is currently (as of 31 October 2023) is being read in the House of Commons, it therefore has no current legal standing. The Scheme boundary does not fall within the Greater Manchester Combined Authority Area; however, the Applicant has consulted with them, and further details can be found in the Consultation Report (TR010064/APP/5.1).
254	Q6	Some changes are needed but not to damage property, the countryside and local population.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the

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				Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
256	Q6	Destruction on existing public footpaths across the site. I am a member of The Ramblers. As an asthmatic, I have health concerns about the proposals.	N	The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.
257	Q6	Scheme unnecessary	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive*

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				improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1).
258	Q6	As living next to M62 since built. No one will help with my noise, fumes, fence repairs, and are not concerned.	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10

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				Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme. The Applicant is not aware of any damage that may have been caused to fencing. Issues of this nature can be found to the National Highways' Customer Contact Centre on 0300 123 5000.
259	Q6	Junction 17 of M60 is already recognised as having one of the worst air quality measures in the whole of Greater Manchester. This project and its construction, I believe, will not make things better, I think it will make it worse.	N	The Applicant has undertaken detailed assessments of air quality as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
260	Q6	Having lived here for 15 years, I have suffered endless amount of sleepless nights due to works. There has been no consideration shown to residents especially those within a couple of meters of the carriageway. There are a number of issues that haven't even been mentioned or addressed.	N	The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).

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				The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
261	Q6	Making changes that impact us and the environment is a must	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
262	Q6	More should be done to reduce noise - i.e. improved road surface and high fences.	N	The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.
264	Q6	Air quality and noise are something close to my heart. In a straight line, I live approx half a mile from Simister Island, and on a rainy day with the wind in roughly southerly direction, the traffic noise in our back garden is very high. Goodness knows what it will be like for the resident either side of the M60 between junctions 17 and 18. I assume that noise attenuation generally will be addressed during construction, but more specifically between J17 and 18.	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust

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				Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working impacting Warwick Avenue during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
265	Q6	The PEIR needs to be the most recent data for the air quality and noise sections.	N	The Preliminary Environmental Information Report (see Annex L of the Consultation Report Annexes (TR010064/APP/6.5)) was produced for statutory consultation held between 15 February 2023 and 28 March 2023 to allow informed responses from a wide range of stakeholders, including the general public. It was based on the Scheme design known at that time and the likely environmental impacts as a result of the Scheme.

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				The Applicant has now undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.
266	Q6	It is sad we have to build more roads. We all need to stay more local.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as

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				one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1).
268	Q6	you wouldn't need mitigation measures if your scheme was addressing the real issues, rather than just trying to save seconds/minutes off car driver journeys that will make little difference to anyone	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1).
269	Q6	I don't think the mitigation for the biodiversity plans are enough. How will you ensure that any wildlife who's habitats are destroyed during construction have somewhere else to go nearby? It's good to ensure habitats are available after, but the chances are most of the habitats you've destroyed will have resulted in death of the wildlife during construction. I'd like the see the absolute minimum land/habitats affected, and wider areas surveys to ensure there's places for the wildlife to relocate. If possible also some kind of wildlife corridor to reduce road deaths	N	The Applicant has undertaken a detailed assessment of biodiversity as part of the environmental impact assessment for construction and operation of the Scheme as set out in Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1). This provides a full assessment of the effects of the construction and operation of the Scheme on wildlife and the habitats they rely upon. This includes several different types of wildlife including birds, badgers, and other small animals. Appendix 8.6 Breeding Bird Survey Report and Appendix 8.7 Wintering Bird Survey Report of the Environmental Statement Appendices (TR010064/APP/6.3) address breeding birds and wintering birds, respectively. With implementation of mitigation (as outlined within Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5), no significant effects are predicted for any biodiversity receptor. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management for implementation during construction and secured by Requirement 4 of the

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				draft Development Consent Order (TR010064/APP/3.1). The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. The environmental design includes the creation of low-nutrient grasslands on the road verges of the Scheme, which would provide an important wildlife corridor. Furthermore, the connectivity of habitats will be maximised through the provision of new hedgerow planting in areas adjacent to the environmental mitigation areas, along the new highway boundary and around ponds.
270	Q6	Too much technical detail to read to be able to form a view	N	The Applicant confirms the information set out within the consultation materials is provided to support informed responses from a wide range of consultees. A range of information in different formats with different levels of detail was available on the Scheme webpage, consultation webpage and in the paper brochure which was mailed out to local residents as well as at 6 deposit points and the public information events. Further details are available in the Consultation Report (TR010064/APP/5.1).
271	Q6	I feel all considerations have been taken into account.	N	The Applicant acknowledges the comments received.
274	Q6	For the reasons given in response to question 3 which I feel are again all relevant and should be seriously considered for the utilisation of an alternative route.	N	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
276	Q6	While I fully agree with statements concerning mitigation of the various issues, both during construction and in the longer term, They are dependent on full support (financial and political) in the long term. We will need to hold government departments to this.	N	The Applicant confirms the Scheme was originally announced in the Government's Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Funding Statement (TR010064/APP/4.2) sets out the estimated budget required to deliver the Scheme and the commitments from Government and National Highways to fund the Scheme, in line with the Road Investment Strategy.

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277	Q6	as above. With increased road biuolding there will be increased traffic and biodiversity loss. This is unacceptable.	N	The Transport Assessment (TR010064/APP/7.4) sets out how we developed our traffic models to reflect the baseline traffic conditions as they were in 2018 and then how the 2018 model was used to forecast future conditions. The 2018 baseline traffic model was developed using various different data sources which includes traffic data (some of which was extracted from WebTRIS which provides traffic flow and journey time data accessible through the National Highways website), anonymous mobile phone data to understand travel patterns, digital maps, and Department for Transport guidance to mention a few. Using the 2018 baseline data, future forecast scenarios were developed as discussed in the Transport Assessment (TR010064/APP/7.4). The report includes details of model scenarios, modelled future years, local developments and how we predicted the future growth. The future year traffic growth was taken from Department for Transport's National Trip End Model Forecasts and the government's projection of future traffic, the National Road Traffic Projections (2022). Therefore, any increases in traffic due to either local developments or natural background growth will have been accounted in the modelling through the Department for Transport's traffic growth predictions. As per Department for Transport, Transport Analysis Guidance, modelling work has been undertaken to understand how the Scheme is likely to perform using Department for Transport's traffic forecasts. Three future year traffic models were developed which were also used to undertake the economic and environmental assessments. The traffic models were developed for 2029 (Scheme opening year), 2044 (Scheme design year, 15 years after Scheme opening) and 2061 (the final year for which Department for Transport has published traffic growth forecast). The traffic models were developed using the Department for Transport's National Trip End Model, which considers national projections in population, employment, housing, car ownership and trip rates. The National Trip End Model forecasts an increase in traffic rather than a reduction (within Greater Manchester around 9% from 2018-2029, 15% from 2018-2044 and 20% from 2018-2061) and this is likely to contribute to increases in delay/congestion in the vicinity of M60 junction 18. If nothing is done, congestion will increase on routes around M60 junction 18 and the major road network, thus the Scheme is required to resolve the identified traffic related problems. The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area.
279	Q6	Air Quality - i have concerns over how effective your actions to mitigate the impacts will be, especially during construction. Landscape and visual effects - new loop will be an eyesore visible from my property - any trees planted will be long term solution. Construction phase will also be an issue, i didnt my the house to live next to a building site. The draw was a quiet street next to a field. The solution of a soil mound as advised at the consultation is not a solution to me - this is just as	Y	Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust

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		much of an eyesore as the building site & loop road. Noise and vibration -my partner works nights so sleeps during the day, i work from home so the building works is likely to have a big & negative impact upon our day. We have old windows & the noise is going to worsen with the construction. Road drainage and the water environment - mitigation does not seem to explain how the scheme to avoid flooding will be executed - this is a huge concern. Population and human health - i bought the house last year based on it being a dead end with no traffic and very quiet - this is going to change as our road becomes an access road for staff, increase traffic, creating congestion and noise pollution to an already poor road surface. The road is very narrow & due to no dropped curb & 3 cars we park all cars on the road, i have concerns over damage to cars. I also use the lane to exercise my dog - something which will be less desirable due to the site - will we still have access?		Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a Landscape and Visual Impact Assessment which is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment has looked at the impacts of the Northern Loop during the construction and operational phases. The environmental design shown on Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and to provide landscape integration of the Northern Loop. The assessment has concluded that there will be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has aimed to maximise opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18 as a result of the Scheme. A series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044) to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the Environmental Statement Appendices (TR010064/APP/6.3). The current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed r into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific measures to be implemented during construction. The Outline Traffic Management Plan (TR010064/APP/7.5) details the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes where possible.

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				The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working impacting Warwick Avenue during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Scheme includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during

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				the operation of the Scheme. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The ponds are also required for water treatment. A detailed assessment of water quality has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Appendix 13.2. Water Quality Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). The assessment specifically looks at the issues arising from routine runoff from the road surface during operation. The assessment of potential impacts uses the Highways England Water Risk Assessment Tool, as detailed in National Highways' Design Manual for Roads and Bridges LA 113. Highways England Water Risk Assessment Tool is a multi-step approach to assess the impacts of pollutants. Where impacts are identified recommendations to include Sustainable Drainage Systems have been incorporated into the design. Sustainable Drainage Systems (swales, attenuation ponds etc.) allow the water from the highway to be treated before being released. The results of the assessments suggest that all discharges from the Scheme are below the environmental quality standard thresholds for water quality. Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.
281	Q6	The water drainage at the junctions has always been poor since the smart motorway model causing multiple closures and this opportunity should be taken to address all issues	N	The Applicant confirms the Scheme includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during

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				operation of the Scheme.
284	Q6	I myself dislike having to slow down for air quality reasons	N	Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e. an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e. some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
286	Q6	Similar to my earlier response. I live on the trees estate and there will be constant disruption in the surrounding area for many years, all for one road. I know for pond 6 you are planning on using our estate to access the area behind the golf course. This would cause absolute carnage as there is only one way in and out of the estate and its really busy and double parked. Please consider the option of gaining access via the motorway instead. The noise and air pollution is already terrible living this close to the motorway and this work will only make matters worse. I do not see how your plans will protect residents from this, im not sure you even can protect residents.	Y	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
289	Q6	It will have a massive impact on nature as well as health issues if it goes ahead.	N	The Applicant confirms Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1) provides a full assessment of the effects on wildlife and the habitats they rely upon, from habitat loss and changes in air quality, noise and vibration, and water quality due to the construction and operation of the Scheme. The chapter details the embedded and essential mitigation required to offset impacts. These measures are set out within the Register of Environmental Actions and Commitments contained within the First Iteration Environmental Management Plan (TR010064/APP/6.5) which will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1) concludes there would be no significant effects (i.e., moderate, large of very large effects) once mitigation has been taken into account on any biodiversity receptor due to construction and operation of the Scheme. The Applicant will implement a landscaping scheme as shown of Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) which will provide a net gain (3.68% for area habitats and 58.50% for hedgerows) in the value

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				of habitats for those lost as a result of the Scheme (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3), maximising biodiversity delivery. Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.
290	Q6	Don't love that we are encouraging car usage by increasing our road network, however this is something that is desperately needed.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
292	Q6	All should be considered in the proposal.	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the

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				draft Development Consent Order (TR010064/APP/3.1).
293	Q6	This will significantly affect my family's quality of life, health and well-being and I oppose this proposal.	N	The Applicant sets out in Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) the assessment the effect of the Scheme on health (including mental health) and wellbeing following National Highways'' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.
294	Q6	We are worried about the impact of you using residential streets as the route to storage and construction at pond 6. We regularly use this route to access public transport and local amenities on foot. Your proposed route will result in increased air pollution, increased noise pollution, and an increase in the number of heavy vehicles. Heavy vehicles are a danger to pedestrians and cyclists especially on quiet residential streets. Increasing the size of the motorway just encourages the use of more vehicles which is ineffective in reducing congestion. The money for this scheme should be used to improve public transport and cycle lanes in the area which result in less pollution and congestion.	Y	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1). The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
295	Q6	By the very definition of the word mitigation will indicate environmental damage will be cause if construction go's ahead not very cleaver.	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
296	Q6	No matter how much we try to protect what and where	N	The Applicant confirms that clean air zones have been introduced as part of the Governments' goal to lower

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		we live there will always be people with loud cars or cars that aren't environmentally friendly plus the CAZ isn't fair on the genral public		emissions from all sources of air pollution. While the Applicant does not have any clean air zones on the strategic road network, a number of charging clean air zones are close to the strategic road network. For information on your local clean air zones please visit the Bury Metropolitan Borough Council website (e.g. https://cleanairgm.com/clean-air-plan/). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. In order to reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced and can be found at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan focuses on how the Scheme will reduce carbon emissions during the construction of the Scheme through measures such as potentially using electric (or alternative lower-carbon fuel) construction equipment instead of conventional diesel-powered construction plant and/or the use of low carbon materials. The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). There is little the Scheme can do to influence road user greenhouse gas emissions, therefore 'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight

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				and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050.
298	Q6	The proposed environmental mitigation area in the north east quadrant is not justified. There is no reference in the PEIR to the amount of land area required for environmental mitigation. The land taken in the proposal has been defined arbitrarily based on the existing field boundaries, and not rationalised with any requirements or calculation methodology. This land is currently well maintained farmland, with a pleasing visual amenity. If this becomes an environmental mitigation area, it will be at risk to fly-tipping, which is prevalent in the local area. Invasive plants such as Ragwort will take over and cause further spread into the neighboring fields used for cattle and horse grazing. If environmental mitigation areas are required. Other land could be available in the vicinity which could be cheaper to acquire and have a lesser negative impact on the local community. Land returned to the landowner in the north east quadrant has been cut-off and isolated by the arbitrarily placed environmental mitigation area, rendering the land of less useful purpose than before.	Y	The Preliminary Environmental Information Report (see Annex L) of the Consultation Report Annexes (TR010064/APP/5.2) was produced by the Applicant as one of supporting consultation documents for the statutory consultation held between 15 February 2023 and 28 March 2023 to help support informed responses from a wide range of consultees including the general public. The Preliminary Environmental Information Report set out the likely environmental impacts of the Scheme based on the design known at that time. Since the statutory consultation, the environmental impact assessment has been completed based on the design which forms the application for development consent and set out in the Environmental Statement (TR010064/APP/6.1). The First Iteration Environmental Management Plan (TR010064/APP/6.5) which contains a Register of Environmental Actions and Commitments sets out the mitigation measures the Applicant will provide to mitigate the impacts of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant acknowledges the concerns raised regarding land take for environmental mitigation and the location of biodiversity mitigation land. Following feedback received at the statutory consultation and through design development some agricultural land to be obtained for environmental mitigation, including biodiversity mitigation, has been removed from the Scheme. Further details on the land required to construct, operate, and maintain the Scheme can be found on the Land Plans (TR010064/APP/2.3). The Applicant confirms that following the statutory consultation held between 15 February 2023 and 28 March 2023, the requirement for Pond 6 in the Scheme design was reviewed and the pond and all associated works have been removed from the design. Pond 6 has now been replaced with a water storage system located within the motorway, which will discharge water to a point further downstream. As a result, no access or temporary possession of land will be required through the Trees Estate for construction of the Scheme. This design change will remove the impacts on properties on the Trees Estate, Public Rights of Way, noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1). Pond 2 has been amended and the land requirement for Pond 2 has been updated following consultation. The area for permanent acquisition around Pond 2 has been reduced, with the remaining land to the north required for temporary possession only to allow construction of the pond, modification of carrier pipes, outfall pipework to Castle Brook, soil storage and temporary welfare cabins. The modification occurred following clarification on an outfall which was not from the M66 as expected, allowing the pond to be moved further into the corner of the field. Further details can be found in Chapter 5 of the Consultation Report (TR010064/APP/5.1). Pond locations have been optimised in terms of land take, but their locations are dictated by a combination of the

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				hydraulic modelling of the drainage design as well as the location of the existing outfalls (watercourses or existing culverts). The relevant assessments are presented in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). It is important that the drainage and water from the highway can reach the ponds and outfalls efficiently, without the need for pumping stations which would require increased land take and capital cost. The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area.
300	Q6	NGDV understand the development process and expect that National Highways will pay due regard to the key issues identified. We would expect this approach to be fully assessed and audited as part of the formal Development Consent Order propcess.	N	The Applicant plans to submit the development consent application to the Secretary of State for Transport (via the Planning Inspectorate) in early 2024. If the development consent application is accepted for examination, it will be independently examined by an Examining Authority, appointed by the Secretary of State, who following the examination will make their recommendation to the Secretary of State on whether the application should be granted. Subject to successful grant of the application for development consent, construction is due to start at the end of 2025 with a circa three and a half year duration resulting in Scheme completion in early 2029, as outlined in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1). The current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan) will be developed r into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction.
301	Q6	Having attended a consultation, spoken to many of your representatives and read the documents, I question the accuracy of the reports. More traffic =more noise More traffic =more pollution. Many of these tests were carried out during lockdown when the traffic was immensely reduced	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design

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				Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Transport Assessment (TR010064/APP/7.4) sets out how we developed our traffic models to reflect the baseline traffic conditions as they were in 2018 and then how the 2018 model was used to forecast future conditions. The 2018 baseline traffic model was developed using various different data sources which includes traffic data (some of which was extracted from WebTRIS which provides traffic flow and journey time data accessible through the National Highways website), anonymous mobile phone data to understand travel patterns, digital maps, and Department for Transport guidance to mention a few. Using the 2018 baseline data, future forecast scenarios were developed as discussed in the Transport Assessment (TR010064/APP/7.4). The report includes details of model scenarios, modelled future years, local developments and how we predicted the future growth. The future year traffic growth was taken from Department for Transport's National Trip End Model Forecasts and the government's projection of future traffic, the National Road Traffic Projections (2022). Therefore, any increases in traffic due to either local developments or natural background growth will have been accounted in the modelling through the Department for Transport's traffic growth predictions. As per Department for Transport, Transport Analysis Guidance, modelling work has been undertaken to understand how the Scheme is likely to perform using Department for Transport's traffic forecasts. Three future year traffic models were developed which were also used to undertake the economic and environmental assessments. The traffic models were developed for 2029 (Scheme opening year), 2044 (Scheme design year, 15 years after Scheme opening) and 2061 (the final year for which Department for Transport has published traffic growth forecast). The traffic models were developed using the Department for Transport's National Trip End Model, which considers national projections in population, employment, housing, car ownership and trip rates. The National Trip End Model forecasts an increase in traffic rather than a reduction (within Greater Manchester around 9% from 2018-2029, 15% from 2018-2044 and 20% from 2018-2061) and this is likely to contribute to increases in delay/congestion in the vicinity of M60 junction 18. If

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				nothing is done, congestion will increase on routes around M60 junction 18 and the major road network, thus the Scheme is required to resolve the identified traffic related problems.
302	Q6	The proposed environmental mitigation area in the north east quadrant is not justified. There is no reference in the PEIR to the amount of land area required for environmental mitigation. The land taken in the proposal has been defined arbitrarily based on the existing field boundaries, and not rationalised with any requirements or calculation methodology. This land is currently well maintained farmland, with a pleasing visual amenity. If this becomes an environmental mitigation area, it will be at risk to fly-tipping, which is prevalent in the local area. Invasive plants such as Ragwort will take over and cause further spread into the neighboring fields used for cattle and horse grazing. If environmental mitigation areas are required. Other land could be available in the vicinity which could be cheaper to acquire and have a lesser negative impact on the local community. Land returned to the landowner in the north east quadrant has been cut-off and isolated by the arbitrarily placed environmental mitigation area, rendering the land of less useful purpose than before.	Y	The Preliminary Environmental Information Report (see Annex L) of the Consultation Report Annexes (TR010064/APP/5.2) was produced by the Applicant as one of supporting consultation documents for the statutory consultation held between 15 February 2023 and 28 March 2023 to help support informed responses from a wide range of consultees including the general public. The Preliminary Environmental Information Report set out the likely environmental impacts of the Scheme based on the design known at that time. Since the statutory consultation, the environmental impact assessment has been completed based on the design which forms the application for development consent and set out in the Environmental Statement (TR010064/APP/6.1). The First Iteration Environmental Management Plan (TR010064/APP/6.5) which contains a Register of Environmental Actions and Commitments sets out the mitigation measures the Applicant will provide to mitigate the impacts of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant acknowledges the concerns raised regarding land take for environmental mitigation and the location of biodiversity mitigation land. Following feedback received at the statutory consultation and through design development some agricultural land to be obtained for environmental mitigation, including biodiversity mitigation, has been removed from the Scheme. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1). Pond 6 has been removed from the design and the design of Pond 2 has been amended. Pond locations have been optimised in terms of land take, but their locations are dictated by a combination of the hydraulic modelling of the drainage design as well as the location of the existing outfalls (watercourses or existing culverts). The relevant assessments are presented in Chapter 13 Road drainage and the water environment of the ES (TR010064/APP/6.1). It is important that the drainage and water from the highway can reach the ponds and outfalls efficiently, without the need for pumping stations which would require increased land take and capital cost. Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3) provides a summary of the Scheme drainage networks. The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area.
305	Q6	It is essential that barrier fencing is fitted to reduce both visual and noise pollution. I have tried to mitigate these currently by planting conifiers on my boundary,	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air

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		but they have very limited affect on both.		Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. As the installation of low noise road surface with better performance than a conventional low noise road surface will reduce road traffic noise levels additional mitigation, such as noise barriers, are not also considered. The use of shrubs or trees as a noise barrier has been shown to be effective only if the foliage is at least 10m deep, dense, and consistent for the full height of the vegetation. Alongside the M60 between junction 17 and 18 there is not sufficient space to provide such quantity of vegetation for this purpose. For air quality, however, it should be noted that trees affect the flow of air pollution around them. Therefore, the concentration in one location may increase as more air pollution is channelled to that location by tree(s) and another location may see a decrease. Further away there is unlikely to be any discernible change.
306	Q6	We are concerned that increases in traffic numbers will cause increased air pollution & noise & vibration. The motorway is very noisy as the existing surface has not been proprtly maintained. You could do with addressing the existing surface before constructing the new one! - Especially the M66 stretch.	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the

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				Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.
307	Q6	It is vital that a barrier fence is erected to reduce both noise pollution and visual disturbance. We have tried to solve the issue by planting trees along our boundary but they have had limited effect on both.	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road

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				Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. As the installation of low noise road surface with better performance than a conventional low noise road surface will reduce road traffic noise levels additional mitigation, such as noise barriers, are not also considered. The use of shrubs or trees as a noise barrier has been shown to be effective only if the foliage is at least 10m deep, dense, and consistent for the full height of the vegetation. Alongside the M60 between junction 17 and 18 there is not sufficient space to provide such quantity of vegetation for this purpose. For air quality, however, it should be noted that trees affect the flow of air pollution around them. Therefore, the concentration in one location may increase as more air pollution is channelled to that location by tree(s) and another location may see a decrease. Further away there is unlikely to be any discernible change.
308	Q6	As mentioned previously also the natural habitat.	N	The Applicant has undertaken a detailed assessment of biodiversity as part of the environmental impact assessment for construction and operation of the Scheme as set out in Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1). This provides a full assessment of the effects of the construction and operation of the Scheme on wildlife and the habitats they rely upon. This includes several different types of wildlife including birds, badgers, and other small animals. Appendix 8.6 Breeding Bird Survey Report and Appendix 8.7 Wintering Bird Survey Report of the Environmental Statement Appendices (TR010064/APP/6.3) address breeding birds and wintering birds, respectively. The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. With implementation of mitigation (as outlined within Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5), no significant effects are predicted for any biodiversity receptor. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
309	Q6	Leave alone	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive*

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				improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
311	Q6	Living next to J17 rush hours are bad for air quality and noise.	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17

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				and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.
312	Q6	A free flowing motorway as opposed to stop/start congested traffic is in itself an environmental improvement	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
313	Q6	I do not trusy you will be able to carry out what you say you will. This will cause damage to the area, access will be affected, may be long terms effects on house prices. I do not trust you will not damage the surrounding wildlife, I have seen how people working for highway agencies etc drive and behave, so I have no reason to trust you will abide by any of the mitigation you are proposing.	N	The Applicant confirms the current programme of approximately three and half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction. The Outline Traffic Management Plan (TR010064/APP/7.5) details the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes where possible. The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the

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				design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
315	Q6	This will have a huge impact on the landscape destroying a large quantity of greenbelt and will impact on the wildlife, we don't feel enough thought has been put into protecting them from the construction. Horse riders in this area already have limited off road riding the association is very concerned that the increase in traffic, coming and going of large construction vehicles and increase noise/ disruption will be putting the horse riders based in the village at risk, we don't feel this has been mitigated at all. A lot of the land in and around Simister already ends up water logged, looking at the proposed plan this could cause issues should the construction dump soil and waste materials on areas of land that would normal hold this water and drain away naturally. We are very concern if this construction should impact on any area that horse riders/ horses use/graze, not only for our wellbeing but that of our horses, how can you guarantee this won't happen?	N	The Applicant acknowledges the concerns around green belt farmland and the impacts of construction on the landscape and visual impacts. A Landscape and Visual Impact Assessment has been undertaken and is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment considered the impacts of the Northern Loop during the construction and operational phases of the Scheme. The environmental design shown on Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and to provide landscape integration of the Northern Loop. The assessment has concluded that there would be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has maximised the opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18. The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). The Scheme includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of

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				highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The ponds are also required for water treatment. A detailed assessment of water quality has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Appendix 13.2. Water Quality Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). The assessment specifically looks at the issues arising from routine runoff from the road surface during operation. The assessment of potential impacts uses the Highways England Water Risk Assessment Tool, as detailed in National Highways' Design Manual for Roads and Bridges LA 113. Highways England Water Risk Assessment Tool is a multi-step approach to assess the impacts of pollutants. Where impacts are identified recommendations to include Sustainable Drainage Systems have been incorporated into the design. Sustainable Drainage Systems (swales, attenuation ponds etc.) allow the water from the highway to be treated before being released. The results of the assessments suggest that all discharges from the Scheme are below the environmental quality standard thresholds for water quality. A strategy will be in place prior to construction commencement which will address the management of soil and logistics around site; the details of which are included in the Outline Material Management Plan and Outline Soil Management Plan within the First Iteration Environmental Management Plan (TR010064/APP/6.5). Information regarding ground water and existing land drainage will be considered when planning the movement and storage of materials so as not to adversely affect the existing drainage systems and natural attenuation of water. The Outline Soil Management Plan and Outline Materials Management Plan will be developed into the Soil Management Plan and Materials Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
316	Q6	I have first hand witnessed the use of the area of proposed pond 2 for agriculture land by my family. The loss of this land would be detrimental to the family business, ground which has been in the family for as long as i have been alive (25 years). The ground is currently used for grazing of cattle and sheep which in its own right contributes to biodiversity. I strongly believe the ground shouldn't be set aside for wildlife purposes whilst it is currently being used to enhance	Y	The Applicant sought views on the key design features of the Scheme of which ponds are an integral part of the overall design features. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds have been identified through optimisation of a balance of hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds, existing outfalls, existing carrier pipes that the Scheme retains and increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13, Road Drainage, and the Water Environment of the Environmental Statement (TR010064/APP/6.1. Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3) provides a summary of the Scheme drainage networks.

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		British farming		The land requirement for Pond 2 has been updated following consultation. The area for permanent acquisition around Pond 2 has been reduced, with the remaining land to the north required for temporary possession only to allow construction of the pond, modification of carrier pipes, outfall pipework to Castle Brook, soil storage and temporary welfare cabins. The modification occurred following clarification on an outfall which was not from the M66 as expected, allowing the pond to be moved further into the corner of the field. Further details can be found in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
317	Q6	Little mitigation out for residents of trees estate	Y	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate for the residents. Further details are available in Chapter 5 of the Consultation Report (TR010065/APP/5.1).
318	Q6	Disagree with all, this will have a huge impact on the landscape destroying a large quantity of greenbelt and will impact on the wildlife, I don't feel enough consideration has been given to protecting wildlife in these areas that will be effected by the construction. As a horse rider i am very concerned around the increase in traffic, coming and going of large construction vehicles and increase noise/ disruption this will cause and feel this would be putting myself and my horse at increased risk, as the amount of off road riding in the area is limited I don't have any other option than to use main roads to access these rides. The land in and around Simister already ends up water logged, looking at the proposed plan this could cause issues should the construction dump soil and waste materials on areas of land that would normal hold this water and drain away naturally. As i have my own horse in the village i am very concern that this construction could impact on areas used by horse riders/ horses either riding or grazing, not only for my wellbeing but that of my horses, how are you planning to stop this happening? I don't think that any mitigation you put in place would stop you impacting on the air quality or climate.	N	The Applicant acknowledges the concerns around green belt farmland and the impacts of construction on the landscape and visual impacts. A Landscape and Visual Impact Assessment has been undertaken and is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment considered the impacts of the Northern Loop during the construction and operational phases of the Scheme. The environmental design shown on Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and to provide landscape integration of the Northern Loop. The assessment has concluded that there would be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has maximised the opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18. The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). The Scheme includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of

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				highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The ponds are also required for water treatment. A detailed assessment of water quality has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Appendix 13.2. Water Quality Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). The assessment specifically looks at the issues arising from routine runoff from the road surface during operation. The assessment of potential impacts uses the Highways England Water Risk Assessment Tool, as detailed in National Highways' Design Manual for Roads, and Bridges LA 113. Highways England Water Risk Assessment Tool is a multi-step approach to assess the impacts of pollutants. Where impacts are identified recommendations to include Sustainable Drainage Systems have been incorporated into the design. Sustainable Drainage Systems (swales, attenuation ponds etc.) allow the water from the highway to be treated before being released. The results of the assessments suggest that all discharges from the Scheme are below the environmental quality standard thresholds for water quality. A strategy will be in place prior to construction commencement which will address the management of soil and logistics around site; the details of which are included in the Outline Material Management Plan and Outline Soil Management Plan within the First Iteration Environmental Management Plan (TR010064/APP/6.5). Information regarding ground water and existing land drainage will be considered when planning the movement and storage of materials so as not to adversely affect the existing drainage systems and natural attenuation of water. The Outline Soil Management Plan and Outline Materials Management Plan will be developed into the Soil Management Plan and Materials Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to

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				traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. In order to reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced and can be found at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan focuses on how the Scheme will reduce carbon emissions during the construction of the Scheme through measures such as potentially using electric (or alternative lower-carbon fuel) construction equipment instead of conventional diesel-powered construction plant and/or the use of low carbon materials. The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). There is little the Scheme can do to influence road user greenhouse gas emissions, therefore 'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050.
320	Q6	The effects (short, medium, long) of construction and beyond are largely untested and therefore unknown. Mitigations are likely to be set at a minimal threshold	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment in line with current legislation. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments

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		and therefore could be inadequate and therefore local population/residents left with the negative effects long after construction has finished with little they are able to do about it.		within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction and operation of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
321	Q6	I do not see how the landscape and visual effects can not be ruined, I would much prefer to see the green fields, where the wildlife can thrive in there natural habitat. I do not feel that enough will be done to mitigate the disturbance on the area, there was a lot of noise and vibration caused when the smart motorway was being done, you say you will try to keep to normal working hours which in the summer could be from 7am until 7pm i feel this will have an impact on peoples health and wellbeing in the immediate vicinity of the works. I am not convinced that your drainage will work. The air quality in the area is already high because Simister has been surrounded by motorways and i am not convince that your data is up to date enough to give a realistic projection. As for material assets and waste, where will any contaminated soil/waste be moved to/ I am not sure we are fully informed on this process.	N	The Applicant has undertaken a Landscape and Visual Impact Assessment which is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment has looked at the impacts of the Northern Loop during the construction and operational phases. The environmental design shown on Figure 2.3 [the Environmental Masterplan] of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and to provide landscape integration of the Northern Loop. The assessment has concluded that there will be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has aimed to maximise opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18 as a result of the Scheme. A series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044) to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the Environmental Statement Appendices (TR010064/APP/6.3). The Applicant has undertaken a detailed assessment of biodiversity as part of the environmental impact assessment for construction and operation of the Scheme as set out in Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1). This provides a full assessment of the effects of the construction and operation of the Scheme on wildlife and the habitats they rely upon. This includes several different types of wildlife including birds, badgers, and other small animals. Appendix 8.6 Breeding Bird Survey Report and Appendix 8.7 Wintering Bird Survey Report of the Environmental Statement Appendices (TR010064/APP/6.3) address breeding birds and wintering birds, respectively. With implementation of mitigation (as outlined within Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5), no significant effects are predicted for any biodiversity receptor. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).

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				The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Outline Traffic Management Plan (TR010064/APP/7.5) details the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes where possible. The Scheme includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of

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				highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). A strategy will be in place prior to construction commencement which will address the management of soil and logistics around site; the details of which are included in the Outline Material Management Plan and Outline Soil Management Plan within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Soil Management Plan and Outline Materials Management Plan will be developed into the Soil Management Plan and Materials Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
323	Q6	My property is adjacent to the existing hard shoulder. So running traffic will now be one lane width nearer to my property, with an increase in noise, vibration and pollution.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the

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				environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.
324	Q6	Our property is adjacent to the existing hard shoulder. Running traffic will now be one lane width nearer to our property with an increase in noise, vibration and pollution.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air

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				Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.
325	Q6	The motorway will obviously bring further noise pollution and and impacted air quality to our family due to acknowledged increased traffic. Our family unit will be subject to even poorer air quality, this has been confirmed in your pamphlet page 13, you are surmising that in the future motorway drivers will use more environmentally friendly vehicles, this cannot be guaranteed nor the duration of the increased pollution. The york stone wall parallel to the motorway will also be removed, this is a piece of history and heritage within the local area, is it possible this could somehow be integrated/used to preserve the history of the wall.	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways'' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). The assessment of air quality is based on accepted assumptions about future vehicle fleet mixes (e.g. the proportion of electric vehicles), additional factors are also applied to allow for the potential underprediction and the results are therefore likely to be pessimistic (i.e. worst-case), full details of the methodology, which follows national guidance, are discussed in Chapter 5 Air Quality of the Environmental Statement. Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix

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				A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. In relation to the York stone wall, it is not clear from the response what stretch of stone wall parallel to the motorway is being referred to. No impacts to historic stone walls have been identified in the assessment. However, the Applicant believes this refers to the Trees Estate, and the location of Pond 6. Pond 6 has been removed from the Scheme design and, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution; the removal of any boundary walls and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report (TR010065/APP/5.1).
327	Q6	simialr to no 3 above - increase noise and pollution levels on surrounding areas - schools lack of green space which is habitat for wildlife, currenty used by walkers, horses, families has been designed with no overall consideration of people living in the area. most people using the motorway going past simister do not live in the area so no idea of impact it will have vibration on the roads as traffic hurtling down the motorway outlook from homes all you see if motorway - when m66 originally built said we wouldnt see it as will be in a dip - this did not hsappen despite being told so by the highways team. increase volume of traffic - potential for more accidents etc	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during

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				construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant acknowledges the concerns around green belt farmland and the impacts of construction on the landscape and visual impacts. A Landscape and Visual Impact Assessment has been undertaken and is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment considered the impacts of the Northern Loop during the construction and operational phases of the Scheme. The environmental design shown on Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and also to provide landscape integration of the Northern Loop. The assessment has concluded that there would be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has maximised the opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18. Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1) provides a full assessment of the effects on wildlife and the habitats they rely upon, from habitat loss and changes in air quality, noise and vibration, and water quality due to the construction and operation of the Scheme. The chapter details the embedded and essential mitigation required to offset impacts. These measures are set out within the Register of Environmental Actions and Commitments contained within the First Iteration Environmental Management Plan (TR010064/APP/6.5) which will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 8 Biodiversity of the Environmental Statement concludes there would be no significant effects (i.e., moderate, large of very large effects) once mitigation has been taken into account on any biodiversity receptor due to construction and operation of the Scheme. The Applicant will implement a landscaping scheme as shown of Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) which will provide a net gain (3.68% for area in habitats and 58.50% for hedgerows) in the value of habitats for those lost as a result of the Scheme (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3), maximising biodiversity delivery. The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated

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				drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). There are several internal procedures undertaken to ensure that the Scheme is being developed to be as safe as possible. They include the setting of safety objectives, consideration of all safety aspects of the Scheme by a team of road safety experts and reviewing the Scheme design by a team of independent road safety specialists. To set the safety objectives for the Scheme, consideration was given to the underlying change in collision and injury rates on comparable sections of the road network. Two sources of data were considered: collision data for the motorway network as a whole and the Smart Motorway Stocktake, a review of the safety performance of Smart motorways compared to other motorway types, to investigate if the performance of other sections of Controlled Motorways could be utilised. The collision data for the five-year period between 1 January 2010 to 31 December 2014 inclusive was analysed and compared to the data for the period 1 January 2019 to 31 December 2019. The analysis showed that the 2010 – 2014 period is still sufficiently representative, in terms of types, severity and general location, to be used to set the baseline. It is considered that the Scheme as a whole will improve the safety of the Simister Island Interchange by reducing the number of conflicts on the Simister Island circulatory carriageway, reducing congestion on the M60, and reducing the number of merging manoeuvres on to the main carriageways. Further details are available in the Transport Assessment (TR010064/APP/7.4).
328	Q6	Your proposals do not go far enough. Arguably already bad - what are you doing currently - nothing!! Noise & Vibration mitigation is ridiculous - it won't work. Homes already affected by constant disruption of roadworks - bad for mental health and environment.	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways; Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road

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				Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally. The current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed r into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).

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				The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
329	Q6	Not good enough	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
331	Q6	For most of this, I have no views either way. The one I do , however, is the noise and vibration section. I live on Naseby Walk in the Northwest corner of the junction. The area between Junct 17 and 18 is predominantly above the level of my house, in particular, the area between Sandgate Lane and Junction 18. When the 'smart motorway' was added in recent years, we had a lot of construction noise from the area. It was worse when there was night working with the 'bleep bleep bleep' of reversing vehicles and also mobile generators.	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60

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				depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
332	Q6	Mental health is extremely important, all of the above will increase for all residents in the local area. A more visible motorway/signage will be soul destroying, More traffic will increase noise levels causing disturbance, More traffic will effect wildlife nature, especially if Highways are destroying it. Are we sure there are not protected species here	N	Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally. The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design

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				Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has undertaken a detailed assessment of biodiversity as part of the environmental impact assessment for construction and operation of the Scheme as set out in Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1). This provides a full assessment of the effects of the construction and operation of the Scheme on wildlife and the habitats they rely upon. This includes several different types of wildlife including birds, badgers, and other small animals. Appendix 8.6 Breeding Bird Survey Report and Appendix 8.7 Wintering Bird Survey Report of the Environmental Statement Appendices (TR010064/APP/6.3) address breeding birds and wintering birds respectively. The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area.

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				With implementation of mitigation (as outlined within Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5), no significant effects are predicted for any biodiversity receptor. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
334	Q6	When this scheme is up and running in a few years time, it will be too late to then assess the air pollution, extra noise and vibration (which we already feel in our property), the water environment, (numerous springs in Simister) - which already flood surround land during heavy rain.	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has undertaken an assessment of water quality impacts which is presented in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1) and is supported by Appendix 13.2: Water Quality Assessment of the Environmental Statement Appendices (TR010064/APP/6.3). This specifically looks at the issues arising from routine runoff from the road surface during operation of the Scheme. The assessment of potential impacts utilises the Highways England (now National Highways) Water Risk Assessment Tool, as detailed in Design Manual for Roads and Bridges LA 113 - 'Road drainage and the water environment.' The assessment shows that all discharges from the Scheme are below the Environmental Quality Standards thresholds for copper and zinc concentrations.

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				The Scheme includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during operation of the Scheme.
335	Q6	It will be disastrous to the people living here. Wildlife, greenbelt and quality of life will all be destroyed.	N	The Applicant has undertaken a detailed assessment of biodiversity as part of the environmental impact assessment for construction and operation of the Scheme as set out in Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1). This provides a full assessment of the effects of the construction and operation of the Scheme on wildlife and the habitats they rely upon. This includes several different types of wildlife including birds, badgers, and other small animals. Appendix 8.6 Breeding Bird Survey Report and Appendix 8.7 Wintering Bird Survey Report of the Environmental Statement Appendices (TR010064/APP/6.3) address breeding birds and wintering birds respectively. The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. With implementation of mitigation (as outlined within Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5), no significant effects are predicted for any biodiversity receptor. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant acknowledges the concerns around green belt farmland and the impacts of construction on the landscape and visual impacts. A Landscape and Visual Impact Assessment has been undertaken and is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment considered the impacts of the Northern Loop during the construction and operational phases of the Scheme. The environmental design shown on Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and also to provide landscape integration of the Northern Loop. The assessment has concluded that there would be no significant

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				adverse visual effects once mitigation has sufficiently established. The environmental design has maximised the opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18. Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.
337	Q6	Having lived in Simister Village since 1997 ([Anonymised] Simister Green) we have had constant work being undertaken on the motorways. To the extent that we can hear the conversations taking place with the workers. This has had phyiscal & mental implications to all members of the family due to noise, vibrations on our property, residue from the motorway, traffic standing with exhaust fumes pouring over our home./ village, dust etc... More works will damage us even further.	N	The Applicant confirms Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally. The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust

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				Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
339	Q6	I live near the junction and have family and friends that live even closer to the junction and whilst anything that reduces the sound and increases air quality for those nearby would be greatly appreciated. Planting more trees alongside the motorway could reduce the	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human

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		visual impact, absorb noise and improve air quality, especially many have recently been cut down next to the Simister Lane bridge.		health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has undertaken a Landscape and Visual Impact Assessment which is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment has looked at the impacts of the Northern Loop during the construction and operational phases. The environmental design shown on Figure 2.3 the Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and also to provide landscape integration of the Northern Loop. The assessment has concluded that there will be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has aimed to maximise opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18 as a result of the Scheme. The use of shrubs or trees as a noise barrier has been shown to be effective only if the foliage is at least 10m deep, dense, and consistent for the full height of the vegetation. A series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044) to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the Environmental Statement Appendices (TR010064/APP/6.3).
340	Q6	Cultural Heritage - removal of rights of way at Pond 6	N	With regards to Pond 6 and the public rights of way in the area, there will be no impact as a result of a significant

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		should not happen Landscape/Road drainage - The water table is high on [Anonymised] estate - any disruption to drainage etc is very concerning - I will be monitoring this carefully All greatly enhanced if they work together properly - no arguing amongst interest groups.		change to the drainage strategy following Statutory Consultation. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme. This change will remove the impacts on the public rights of way around pond 6. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
341	Q6	I am grateful that you will be considering all issues.	N	The Applicant acknowledges the comments received.
342	Q6	Noise pollution: What additional steps will be taken to minimise noise pollution? Will more trees be planted close to the motorway to help absorb noise? Will additional window glazing be offered to home owners?	N	The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The use of shrubs or trees as a noise barrier has been shown to be effective only if the foliage is at least 10m deep, dense, and consistent for the full height of the vegetation. Alongside the M60 between junction 17 and 18 there is not sufficient space to provide such quantity of vegetation for this purpose. The Applicant cannot provide additional window glazing as part of the Scheme; however, The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
343	Q6	Road Drainage and Water Environment Seddon is not clear on the rationale for locating Pond 7 in its proposed location. Seddon also has concerns with proposed Outflow 7 (Figure 14.2 PEIR). Seddon has undertaken technical work to support the draft housing allocation, including determining an appropriate location for a drainage pond on the site. Seddon's view is that the pond should be located in the rectangular shaped piece of land between the M60 and Marston Close (to the west of the wider Seddon site). Paragraph 2.4.20 of the PEIR confirms that the location and size of the attenuation ponds are	N	The Applicant acknowledges the respondents' comments on the permanent land (coloured pink on the Land Plans (TR010064/APP/) take around the 'Northern Loop'. The permanent land take in the area is to facilitate the operation and maintenance of The Scheme and its associated assets. There are also landscaping features required to mitigate the biodiversity, landscape, and visual effects of the Scheme Further details on the land-take required for the Scheme is shown on the Land Plans (TR010064/APP/2.3). The Scheme design includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change.

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		indicative and still to be confirmed. Seddon ask that National Highways reconsider the location of Pond 7 so that it would not sterilise a future housing development (assuming the extent of permanent acquisition can be negotiated) and it can serve a dual purpose – to accommodate surface water drainage from the M60 improvements as well as serve part of the drainage needs of a future housing development. Seddon request to be kept up to date when the detailed drainage survey has been undertaken to support the proposed development. Air Quality Seddon is concerned about the potential impact on air quality on their site, and how this may affect the living conditions of future residents. The introduction of the northern loop will bring significant more cars in close proximity to the site. Seddon is pleased that National Highways has modelled potential concentrations along a transect to the north west of M60 J18 (Figure 6.6); Seddon is however concerned with the results in that it is predicted that annual mean NO2 concentrations are modelled to be either 'medium' or 'large' magnitude. Para 6.10.5 of the PEIR states these are 'the largest increases in annual mean NO2 concentrations' – assuming across the whole of the proposed development. This is very concerning. Seddon request that it is kept up to date when air quality assessments are undertaken for the EIA. Seddon is also concerned with the amount of construction dust that could be created and asks that this information be made public as soon as possible when this assessment is undertaken for the EIA. Landscape and Visual Effects Seddon is concerned with the predicted visual impact of the proposals. Viewpoint 15 (VP15) is located on Marston Close to the west of the Seddon site. Table 8.9 of the PEIR states that in Year 1, there will be a 'Major – adverse' magnitude of effect and a 'Large' significance of effect. The magnitude of effect is considered to decrease to minor adverse in Year 15 (taking into account maturity of planting) with the significance of		Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. The ponds will accommodate any additional drainage that may be required in relation to future developments. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The ponds are also required for water treatment. A detailed assessment of water quality has been carried out as part of the environmental impact assessment for construction and operation of the project and is reported in Appendix 13.2. Water Quality Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). The assessment specifically looks at the issues arising from routine runoff from the road surface during operation. The assessment of potential impacts uses the Highways England Water Risk Assessment Tool, as detailed in National Highways' Design Manual for Roads and Bridges LA 113. Highways England Water Risk Assessment Tool is a multi-step approach to assess the impacts of pollutants. Where impacts are identified recommendations to include Sustainable Drainage Systems have been incorporated into the design. Sustainable Drainage Systems (swales, attenuation ponds etc.) allow the water from the highway to be treated before being released. The results of the assessments suggest that all discharges from the Scheme are below the environmental quality standard thresholds for water quality. The "rectangular shaped piece of land between the M60 and Marston Close" is land that is accessed frequently by residents for recreational use, that could be deemed "public open space". As such, the Scheme has been conscious not to impact on such land where additional offsetting or mitigation could be required, further increasing the land take requirements for the Scheme to offset the loss of amenity land. Furthermore, the land would require a greater level of site clearance in terms of trees and vegetation compared to the location of Pond 7. Finally, Pond 7 is presently located on a relatively flat area of land, reducing the overall pond depth and the amount of material that the contractor would need to remove if the pond was located closer to the new link. The existing topography slopes from a high point on the M60 eastbound diverge link to a plateau where the pond is located, that is also co-incident with several existing drainage carrier pipe systems, which creates a more efficient hydraulic solution. Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust

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		effect decreasing to minor. The introduction the northern loop into this landscape will clearly significantly affect visual impact. Seddon is not convinced that the severity of this will decrease by Year 15. Seddon welcome the selection of PM2 (photomontage 2) in the PEIR as a proposed viewpoint from Marston Close and awaits to see this in the Environmental Statement prior to commenting further. Biodiversity Seddon agree that the water features on its site have average, below average or poor habitat suitability (Figure 9.4). Noise and Vibration Seddon is concerned about the potential increase in noise and vibration on their site as result of the proposed development, and how this may affect the living conditions of future residents. The introduction of the northern loop will bring significant more cars in close proximity to the site. Construction noise is a concern. Paragraphs 12.10.4 and 12.10.5 of the PEIR confirm that construction noise levels will exceed SOAEL by more than 5dB at the closest receptor at Cowlgate Farm, indicating major magnitude adverse impacts, which is a potential significant effect. Seddon ask National Highways to advise on the mitigation measures for the construction phase or mobilisation and enabling works as well as the proposed 'online' works. Seddon would welcome a discussion with National Highways to explain how the introduction of the northern loop will not lead to more than negligible noise changes in the area of Simister. This is contrary to what Seddon were expecting, especially as the northern loop will be on an embankment.		Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a Landscape and Visual Impact Assessment which is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment has looked at the impacts of the Northern Loop during the construction and operational phases. The environmental design shown on Figure 2.3 the Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and also to provide landscape integration of the Northern Loop. The assessment has concluded that there will be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has aimed to maximise opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18 as a result of the Scheme. A series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044) to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the Environmental Statement Appendices (TR010064/APP/6.3). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and

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				monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
344	Q6	From the information provided I do believe that you have co side red these environmental mitigations very well.	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) which details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
345	Q6	This will ruin lives, homes, quality of life. There will be no Simister Village!	N	Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally. The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
347	Q6	Whilst the ones I agree with are regarding health and safety, the biodiversity is very concerning because of	N	The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural

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		the location for us, and no maintenance plan could be given when asked, leading to potentially over grown unsightly waste ground in the future years. Our field is food family ground that should be left to be productive, not used for biodiversity when there is other less productive ground available.		environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area of habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant has considered impacts on agricultural land, including Best and Most Versatile land, in Chapter 9: Geology and Soils of the Environmental Statement (TR010064/APP/6.1). The assessment identifies that approximately 2.3 hectares of Best and Most Versatile land (approximately 2.7% of the Order Limits) would be permanently sealed by the Scheme. This is approximately 10% of the total permanent land take required for the Scheme. Chapter 9: Geology and Soils of the Environmental Statement (TR010064/APP/6.1) outlines mitigation measures to reduce impacts on agricultural land, including the implementation of good practice soil management measures and sustainable reuse of topsoil. These measures are included in the Register of Environmental Actions and Commitments, contained within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. The Applicant has undertaken a Landscape and Visual Impact Assessment which is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment has looked at the impacts of the Northern Loop during the construction and operational phases. The environmental design shown on Figure 2.3 the Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and also to provide landscape integration of the Northern Loop. The assessment has concluded that there will be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has aimed to maximise opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18 as a result of the Scheme. A series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044) to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the Environmental Statement Appendices (TR010064/APP/6.3).
349	Q6	More traffic - more pollution	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there

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				is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.
350	Q6	Where possible use low temperature asphalt and low-carbon concrete. Low emission machinery, possible fuel types HVO.	N	The Applicant has identified and considered low carbon design and construction opportunities through the preliminary design stage. An Outline Carbon Management Plan at Appendix O of the First iteration Environmental Management Plan [TR010064/APP/6.5] sets out how whole carbon emissions have been assessed to date and how they will be assessed during the detailed design to further reduce Greenhouse Gas emissions during construction and operation of the Scheme. Opportunities to mitigate carbon will continue to be considered throughout the detailed design and construction phase of the Scheme. Opportunities have already been identified during the preliminary design of the Scheme and will be further refined within the detailed design stage to assess their viability. Opportunities for enhancement which have been identified include: - Using electric (or alternative lower-carbon fuel) construction equipment instead of conventional diesel-powered construction plant - Using vehicles fitted with telematics and start/stop technology. - Using onsite renewable energy generation and storage to reduce diesel generator use and power taken from the grid. - Using low resource and low energy solutions for the site compound, offices, and welfare facilities - Adoption of special, low carbon, materials - Asphalt preservation treatments such as spray applied, bituminous-based products, used to hold and/or extend the life of asphalt surface courses. - Road wagons and HGV deliveries with alternative fuels used as opposed to diesel/petrol. The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).

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353	Q6	Land currently under my family ownership is to be included within the Scheme to provide an element of the landscape design, which to our understanding is the formation of a hedgerow with inter tree planting along Mode Hill and strengthening of the existing landscape feature of the hedgerow along Pole Lane. Although we are not fully opposed to this option, should this be undertaken our land would be hemmed in by national highways ownership and would essentially become land locked. Should the project move forward, beyond compensation payments for purchased land we would wish to at minimum retain access rights over the land as we require and have the future opportunity to discuss alternative approaches or explore other mechanisms to secure future management agreements of the landscape and fenced boundaries. · Through prior communications it is our understanding that a hedgerow is to be included along the M66 adjacent to our land which is welcomed. It is our understanding that this hedgerow can mostly be accommodated within existing highways ownership and we would like to request that we are included with any future discussions on species selections, as we have grazing animals which can be sensitive to inedible plants. · Increased noise levels and vibrations; would there be funding/ compensation to upgrade property windows with any noise level increases and will there be future studies to assess any changes in noise levels as a result of the Scheme. Other locations have a level of existing noise mitigation in the form of physical barriers which to my understanding are not to be included along the M66 corridor. · Increased light pollution; I would expect that the additional network will include highway lighting. As this will add to lighting pollution can it be considered that lighting be timed to exclude off peak times. · Increases in air pollution; it is noted that there will be some increase to pollution levels through the construction phase and that there is an expectation that air quality may improve due to improved vehicle emissions in the future. However should levels exceed existing, following the upgrade	Y	The Applicant will plant trees and shrubs along Mode Hill Lane and Pole Lane as shown on Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2). Plant species that are non-poisonous to grazing livestock will be selected for the detailed landscaping design in the later stages of the Scheme. After the statutory consultation periods, the Applicant has met with affected landowners adjacent to Pole Lane to discuss and agree what is now presented in the application. The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1).Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Given the lack of predicted air quality significant effects no further air quality monitoring is proposed for the Scheme, However, on-going air quality monitoring is undertaken by Bury MBC including in the area around the Scheme, Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. As the installation of low noise road surface with better performance than a conventional low noise road surface will reduce road traffic noise levels additional mitigation, such as noise barriers, are not also considered. The Applicant confirms, that due to the junction layout and the short distances between junctions on the M60 all sections of the Scheme will either remain lit or will be provided with new lighting in accordance with National Highways' Design Manual for Roads and Bridges and specified to mitigate, as far as practicable, light spill from the carriageway. This will include installation of "hoods" on the lights where necessary. An assessment of the visual effects from street lighting and from car headlights are addressed as part of the visual impact assessment in

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		works how would this be compensated and would there be any follow up investigations surveys funded within this scheme for the next 5 years to monitor air pollution changes.		Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
356	Q6	The air quality in Simister is already above the limits. I do not feel your analysis has been decided on the relevant years data. I am not satisfied that enough research has been done on the biodiversity and how it will affect wildlife. Not confident on the water environment. Simister is renowned for being wetland.	N	The Applicant confirms Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area of habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. The Scheme design includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges.

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				As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The ponds are also required for water treatment. A detailed assessment of water quality has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Appendix 13.2. Water Quality Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). The assessment specifically looks at the issues arising from routine runoff from the road surface during operation. The assessment of potential impacts uses the Highways England Water Risk Assessment Tool, as detailed in National Highways' Design Manual for Roads and Bridges LA 113. Highways England Water Risk Assessment Tool is a multi-step approach to assess the impacts of pollutants. Where impacts are identified recommendations to include Sustainable Drainage Systems have been incorporated into the design. Sustainable Drainage Systems (swales, attenuation ponds etc.) allow the water from the highway to be treated before being released. The results of the assessments suggest that all discharges from the Scheme are below the environmental quality standard thresholds for water quality.
357	Q6	We are not ticking these boxes as they are not appropriate for the situation we may find ourselves in after the works are complete. We do not know if the environmental mitigation measures will work or not.	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Second Iteration Management Plan will include monitoring requirements to review the effectiveness of the identified mitigation measures.
358	Q6	The environmental impact assessment has not been done yet.	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
359	Q6	Air quality will suffer if traffic increases. More traffic will lead to a poorer climate as they'll produce more particulates and CO2 emissions. As a consequence,	N	The Applicant confirms Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National

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		human health will suffer. I think the only way to improve air quality, climate, human health is traffic reduction or at the very least lower maximum speeds.		Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. In order to reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced and can be found at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan focuses on how the Scheme will reduce carbon emissions during the construction of the Scheme through measures such as potentially using electric (or alternative lower-carbon fuel) construction equipment instead of conventional diesel-powered construction plant and/or the use of low carbon materials. The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). There is little the Scheme can do to influence road user greenhouse gas emissions, therefore 'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and

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				construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050. Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally. The Applicant acknowledges the respondents' suggestion to reduce the speed limit. Whilst this would improve safety, it would also impact on key economic performance metrics related to journey time reliability. Temporary speed reductions will be in place during the construction period to ensure safety of road users and workforce while travelling through areas of temporary traffic management.
360	Q6	Do not wish you to do these extra lanes on motorway.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
363	Q6	I will not know if proposals work until work begins. I know nothing about how the landscape will look only	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the

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		what will change. Air quality is very bad already and having COPD concerns me greatly. The existing lighting is far too bright and I imagine will only get worse. I mentioned this at a meeting. Looks like a football pitch. I produced a photo of it.		design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a Landscape and Visual Impact Assessment which is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment has looked at the impacts of the Northern Loop during the construction and operational phases. The environmental design shown on Figure 2.3 the Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and also to provide landscape integration of the Northern Loop. The assessment has concluded that there will be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has aimed to maximise opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18 as a result of the Scheme. A series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044) to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the Environmental Statement Appendices (TR010064/APP/6.3). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant confirms, that due to the junction layout and the short distances between junctions on the M60 all sections of the Scheme will either remain lit or will be provided with new lighting in accordance with National Highways' Design Manual for Roads and Bridges and specified to mitigate, as far as practicable, light spill from the carriageway. This will include installation of "hoods" on the lights where necessary. An assessment of the visual effects from street lighting and from car headlights are addressed as part of the visual impact assessment in

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				Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1).
364	Q6	Water drainage: Surface water drainage is vital on a motorway. Climate: (I haven't enough knowledge Geology and soils: to make comments) Material assets and waste: I couldn't find any information on this question in any of your paper/online information, so I'm unable to comment Other elements - I have answered as best I can.	N	The Applicant confirms the Scheme includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The ponds are also required for water treatment. A detailed assessment of water quality has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Appendix 13.2. Water Quality Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). The assessment specifically looks at the issues arising from routine runoff from the road surface during operation. The assessment of potential impacts uses the Highways England Water Risk Assessment Tool, as detailed in National Highways' Design Manual for Roads and Bridges LA 113. Highways England Water Risk Assessment Tool is a multi-step approach to assess the impacts of pollutants. Where impacts are identified recommendations to include Sustainable Drainage Systems have been incorporated into the design. Sustainable Drainage Systems (swales, attenuation ponds etc.) allow the water from the highway to be treated before being released. The results of the assessments suggest that all discharges from the Scheme are below the environmental quality standard thresholds for water quality. The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. In order to reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management

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				Plan has been produced and can be found at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan focuses on how the Scheme will reduce carbon emissions during the construction of the Scheme through measures such as potentially using electric (or alternative lower-carbon fuel) construction equipment instead of conventional diesel-powered construction plant and/or the use of low carbon materials. The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). There is little the Scheme can do to influence road user greenhouse gas emissions, therefore 'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050. The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
365	Q6	Same as above. In our case there really is no improvement for biodiversity as you will be taking green land for green land	N	The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area of habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. The Applicant acknowledges the concerns around green belt farmland and the impacts of construction on the landscape and visual impacts. A Landscape and Visual Impact Assessment has been undertaken and is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment

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				considered the impacts of the Northern Loop during the construction and operational phases of the Scheme. The environmental design shown on Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and also to provide landscape integration of the Northern Loop. The assessment has concluded that there would be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has maximised the opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction18.
366	Q6	Where I've agreed, I think the measures you are proposing to take are the right ones to mitigate the impact of the works. Where I disagree/strongly disagree, I simply don't believe that you are going to be able to mitigate these factors, and I'm extremely concerned that there will be a huge health and economic impact on the local residents.	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally. The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
368	Q6	The reasons for my negative approach are two fold i already live next to the motorway, the sound barriers are not high enough especially by the side of my property, so called noise reducing surfacing was supposed to have been installed last time you undertook works, to which i believe it wasn't installed, likewise the way you went about installing the lighting	N	The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by

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		columns, (chopping and shredding timber at gone midnight along with associated noise, light pollution) frankly says to me that we are going to have the same issues and smacks of incompetence and done at the cheapest possible cost. Do i believe the request for a much higher sound barrier to be installed (and i'm willing to meet face to face) will happen i hope, but you don't fill me with confidence, on whats previously gone on. At the consultation i and my spouse asked some basic questions regarding how close the motorway was going to be, only to be advised the drawings you had we're the same ones we had received which don't give enough detail, which bearing in mind you've surveyed the utilities in the road next to our property shows you do have the level of detail which is worrying if you are not willing to share in detail with the affected properties.		the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. As the installation of low noise road surface with better performance than a conventional low noise road surface will reduce road traffic noise levels additional mitigation, such as noise barriers, are not also considered. The Applicant confirms, that due to the junction layout and the short distances between junctions on the M60 all sections of the Scheme will either remain lit or will be provided with new lighting in accordance with National Highways' Design Manual for Roads and Bridges and specified to mitigate, as far as practicable, light spill from the carriageway. This will include installation of "hoods" on the lights where necessary. An assessment of the visual effects from street lighting and from car headlights are addressed as part of the visual impact assessment in Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The Applicant is unable to give specific distances to dwellings to ensure no personal information is distributed unwillingly, further details of the Scheme design can be found on the General Arrangement Plans (TR010064/APP/2.2) which are scale drawings that can be used to measure the distance between the new edge of carriageway and properties.
369	Q6	It will increase noice and air pollution, destroy habitat for all wildlife and ruin leisure activities such as horse riding, walking and cycling	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the

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				road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has undertaken a detailed assessment of biodiversity as part of the environmental impact assessment for construction and operation of the Scheme as set out in Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1). This provides a full assessment of the effects of the construction and operation of the Scheme on wildlife and the habitats they rely upon. This includes several different types of wildlife including birds, badgers, and other small animals. Appendix 8.6 Breeding Bird Survey Report and Appendix 8.7 Wintering Bird Survey Report of the Environmental Statement Appendices (TR010064/APP/6.3) address breeding birds and wintering birds, respectively. The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. With implementation of mitigation (as outlined within Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5), no significant effects are predicted for any biodiversity receptor. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement

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				(TR010064/APP/6.1). It is not within the scope of the Scheme to upgrade the status of any of the public rights of way, or permissive footpaths, including those being diverted. The local authority, Bury Council, are responsible for upgrading and maintaining public rights of way.
370	Q6	Noise is a real concern - we suffer already due to the poor condition of the HRA lanes north of Hills Lane Bridge, as these will get increased traffic during construction could you consider extending the new surface to replace all HRA with low noise surfaces a bit further North of the M66 - This would be of a real benefit to us and our neighbours. Any acoustic barrier along the slip road of the M66 would also help reduce noise at our location and improve the visual impacts for walkers on the re-aligned footpath. I understand there is no plan to have a barrier on the 'loop' - could you condeir this also, as it will not be a 'pleasant' walk if you are so close to 2 lanes of traffic. Again this is hard to visualised from your document.	N	The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has undertaken a Landscape and Visual Impact Assessment which is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment has looked at the impacts of the Northern Loop during the construction and operational phases. The environmental design shown on Figure 2.3 the Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and also to provide landscape integration of the Northern Loop. The assessment has concluded that there will be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has aimed to maximise opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18 as a result of the Scheme. A series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044) to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the Environmental Statement Appendices (TR010064/APP/6.3). The Scheme does not impact the carriageway cross-section north of Hills Lane Bridge as the modifications and upgrades tie back in south of the bridge.
371	Q6	More motorways noise pollution air quality and vibration would be detrimental to this area. Simister is literally and island village that is getting heavily polluted now so this will be worse with the proposed plans. The green space that provides nature wildlife and natural habitat is being Pushed out which is also not healthy for the environment	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there

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				is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area.
373	Q6	The main issue is landscape disruption and water environment. Ponds 1 and 2 both destroy areas of beautiful landscape often grazed by cattle and sheep that brighten the area during the spring summer and autumn. We should respect our areas of beauty and aim to support our local farmers rather than pulling land from under their feet when more suitable ground is available to use.	Y	The Applicant confirms the Scheme includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during

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				the operation of the Scheme. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The ponds are also required for water treatment. A detailed assessment of water quality has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Appendix 13.2. Water Quality Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). The assessment specifically looks at the issues arising from routine runoff from the road surface during operation. The assessment of potential impacts uses the Highways England Water Risk Assessment Tool, as detailed in National Highways' Design Manual for Roads and Bridges LA 113. Highways England Water Risk Assessment Tool is a multi-step approach to assess the impacts of pollutants. Where impacts are identified recommendations to include Sustainable Drainage Systems have been incorporated into the design. Sustainable Drainage Systems (swales, attenuation ponds etc.) allow the water from the highway to be treated before being released. The results of the assessments suggest that all discharges from the Scheme are below the environmental quality standard thresholds for water quality. The Applicant acknowledges the comment around use of farmland for biodiversity. The design for the Scheme has sought to limit land take, including from agricultural landholdings as far as practicable and following feedback received some agricultural land has, through design development, been removed from the Scheme as presented at the statutory consultation. Further details can be found in the Consultation Report (TR010064/APP/5.1) Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of all planting areas which in combination looks to provide the mitigation required to address landscape integration, visual impacts, and biodiversity loss in certain areas of the Scheme. The Scheme seeks to acquire plots of land (as shown on the Land Plans (TR010064/APP/2.3)) to integrate the Scheme into the landscape and mitigate visual impacts whilst at the same time aiming to maximise biodiversity value where possible to ensure that the Scheme meets the biodiversity no net loss obligation. These areas of land need to be located immediately adjacent to the Scheme in order to achieve the required landscape integration and visual mitigation. Pond 2 has been amended and the land requirement for Pond 2 has been updated following consultation. The area for permanent acquisition around Pond 2 has been reduced, with the remaining land to the north required for temporary possession only to allow construction of the pond, modification of carrier pipes, outfall pipework to Castle Brook, soil storage and temporary welfare cabins. The modification occurred following clarification on an outfall which was not from the M66 as expected, allowing the pond to be moved further into the corner of the field. Further details can be found in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
375	Q6	The "How we will mitigate our impacts" sections are so vague and woolly as to be virtually worthless. Plans that use words like "could", "might", "hope to.." offer not the slightest reassurance. This project will impact the whole of my local are with noise, pollution and destruction of habitat.	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration

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				Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has undertaken a detailed assessment of biodiversity as part of the environmental impact assessment for construction and operation of the Scheme as set out in Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1). This provides a full assessment of the effects of the construction and operation of the Scheme on wildlife and the habitats they rely upon. This includes several different types of wildlife including birds, badgers, and other small animals. Appendix 8.6 Breeding Bird Survey Report and Appendix 8.7 Wintering Bird Survey Report of the Environmental Statement Appendices (TR010064/APP/6.3) address breeding birds and wintering birds, respectively. The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to

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				mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. With implementation of mitigation (as outlined within Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5), no significant effects are predicted for any biodiversity receptor. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
376	Q6	I strongly oppose the Scheme all together.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
377	Q6	All planned works have massive impacts on the environment and well being of the local population	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration

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				Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
379	Q6	It is good to see environmental additions being proposed but this shouldn't be used as a bargaining chip. This should be done regardless. These changes encourage motorway use.	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
380	Q6	I am concerned about an increase in noise level and dust pollution.	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road

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				Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.
381	Q6	I can't comment on the above as it's not known how this will affect the residents living in the vicinity. However I can inform you that the area of land behind Westlands is prone to water-logging and any proposed permanent track will have to have drainage included if it is to remain accessible. If a permanent track is placed there, mitigations will need to be enforced to ensure any drainage run off does not further exacerbate the issue.	N	The Scheme design includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The ponds are also required for water treatment. A detailed assessment of water quality has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Appendix 13.2. Water Quality Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). The assessment specifically looks at the issues arising from routine runoff from the road surface during operation. The assessment of potential impacts uses the Highways England Water Risk Assessment Tool, as detailed in National Highways' Design Manual for Roads and Bridges LA 113. Highways England Water Risk Assessment Tool is a multi-step approach to assess the impacts of pollutants. Where impacts are identified recommendations to include Sustainable Drainage Systems have been incorporated into the design. Sustainable Drainage Systems (swales, attenuation ponds etc.) allow the water from the highway to be treated before being released. The results of the assessments suggest that all discharges from the Scheme are below the environmental quality standard thresholds for water quality.
383	Q6	I live on the proposed access route to Pond 6. I lived here the last time work was undertaken on the motorway and was affected by HGVs trundling down the avenue, suffered the noise, vibrations, dirt and disruption. You are relying on software modelling, suggest residents would be unlikely to notice a difference in road traffic noise when there has been an	Y	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).

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		increase of traffic noise over the years. You cannot offer any guarantees with respect to climate issues, biodiversity, etc and are gathering public opinion before carrying out full assessments, data modelling and presenting these findings. Using words like 'could' 'would' do not inspire one to be positive about schemes presented.		
384	Q6	I strongly oppose this entire scheme, which will only induce additional traffic on the M60, increasing congestion elsewhere, as well as air pollution and carbon dioxide emissions, conflicting with the declared climate commitments of the UK Government and Greater Manchester Combined Authority. The (up-to) £340m being spent on this scheme should be reallocated to active travel and public transport schemes.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust

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				Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. In order to reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced and can be found at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan focuses on how the Scheme will reduce carbon emissions during the construction of the Scheme through measures such as potentially using electric (or alternative lower-carbon fuel) construction equipment instead of conventional diesel-powered construction plant and/or the use of low carbon materials. The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). There is little the Scheme can do to influence road user greenhouse gas emissions, therefore 'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain,

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				as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050. The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
385	Q6	The air quality is bound to be effected, there is no way it can be avoided. The landscape is going to be changed beyond recognition & will take over green space & damage biodiversity. Prestwich junction 17 has only recently started flooding since the latest works there, this can only have a knock in the area due to the water table. And how you can say residents living close to the existing route are unlikely to notice a difference in road traffic noise is beyond me. The difference made with 2 extra lanes is noticeable!! Previous works resulted in the house vibrating & the noise was terrible. Long term this is just thoughtless - just to ease small amounts of traffic every now and again. Obviously the over all idea is because there is going to be estates being built in the area and the planning is for that time not now.	N	The Applicant confirms that Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant acknowledges the concerns around green belt farmland and the impacts of construction on the landscape and visual impacts. A Landscape and Visual Impact Assessment has been undertaken and is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment considered the impacts of the Northern Loop during the construction and operational phases of the Scheme. The environmental design shown on Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and also to provide landscape integration of the Northern Loop. The assessment has concluded that there would be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has maximised the opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18.

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				The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. The Scheme includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during operation of the Scheme. The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.

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388	Q6	Motorway is noisy and we struggle, so we agree with the results of the work, reduction of noise will be beneficial.	N	The Applicant confirms Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.
389	Q6	I am the owner of the Field and as farmed in for 30years+. We are a Farming Family, and we rent and lease most of the Farmland. This piece of land is the only field we actually own, so if we lose it, it would put our business at risk or complete failure. I do believe that there is other land in the area that could be used after speaking to the ecologist.	Y	The Applicant sought views on the key design features of the Scheme of which ponds are an integral part of the overall design features. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). Pond 2 has been amended and the land requirement for Pond 2 has been updated following consultation. The area for permanent acquisition around Pond 2 has been reduced, with the remaining land to the north required for temporary possession only to allow construction of the pond, modification of carrier pipes, outfall pipework to Castle Brook, soil storage and temporary welfare cabins. The modification occurred following clarification on an outfall which was not from the M66 as expected, allowing the pond to be moved further into the corner of the field. Further details can be found in Chapter 5 of the Consultation Report (TR010064/APP/5.1). The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area.
390	Q6	Worried about wildlife, questionable if any improvement in air pollution	N	The Applicant has undertaken a detailed assessment of biodiversity as part of the environmental impact assessment for construction and operation of the Scheme as set out in Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1). This provides a full assessment of the effects of the construction and operation of the Scheme on wildlife and the habitats they rely upon. This includes several different types of wildlife including birds, badgers, and other small animals. Appendix 8.6 Breeding Bird Survey Report and Appendix 8.7 Wintering Bird Survey Report of the Environmental Statement Appendices (TR010064/APP/6.3) address breeding birds and wintering birds, respectively.

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				With implementation of mitigation (as outlined within Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5), no significant effects are predicted for any biodiversity receptor. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
391	Q6	It is good to see environmental additions being proposed but this shouldn't be used as a bargaining chip, this should be done regardless. These changes encourage motorway use.	N	The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
392	Q6	I am concerned about an increase in noise level and dust pollution	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is

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				considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.
393	Q6	I am concerned about the overall impact in an area already adversely affected by noise, pollutio and congestion - in spite of the genuinely meaningful intentions, above, I can only see a worsening of these elements in the area	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental

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				Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.
394	Q6	As an ordinary member of the public I have no idea whether what is being proposed is good, bad or indifferent	N	The Applicant confirms that as the Scheme is defined as a Nationally Significant Infrastructure Project under the Planning Act 2008 the Applicant is required to consult on the design of the Scheme with those living close to and directly impacted by the Scheme as well as a wide range of prescribed consultees, before an application for development consent is made. Further details can be found in the Consultation Report (TR010064/APP/5.1).
398	Q6	My concern is with the new M60 link raising noise levels, that acoustic fencing can't stop, with it being a higher level lope road	N	The Applicant confirms the design of the Northern Loop and M66 southbound diverge slip and link road has been optimised to prioritise road safety and material efficiency during construction refer to Chapter 3 of the Environmental Statement (TR010064/APP/6.1) for more detail. The new arrangement design of the Northern Loop and M66 southbound diverge slip and link road has been optimised to prioritise road safety and material efficiency during construction. This removes retaining features adjacent to the M66 mainline and the alignment takes advantage of the existing topography resulting in a reduction in imported material. Additionally, the new alignment allows the road user to have the required forward visibility at the merge on to the M66 / M60 southbound. The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. A detailed assessment of noise and vibration has been carried out as part of the Environmental Statement for construction and operation of the project and is reported in Chapter 11 Noise and vibration of the Environmental Statement (TR010064/APP/6.1). Noise pollution as a result of this change to the vertical geometry is negligible, as the alternative will be for traffic to use the Northern Loop passing over the top of the M66 southbound link which would still have traffic on embankment at the same height, irrespective of which link passes over the other. There will be more traffic using the Northern Loop than the M66 southbound diverge and link so having the loop lower down will be more beneficial in terms of noise. Furthermore, there are a low number of receptors near the loop who will be affected by noise. As set out in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1), there will be a localised increase in noise close to the Northern Loop, although it is not predicted to cause adverse impacts on surrounding noise sensitive receptors when assessment of the whole Scheme is taken into consideration. A Landscape and Visual Impact Assessment has been undertaken and is included in the Chapter 7 Landscape and visual of the Environmental Statement (TR010064/APP/6.1). The assessment has looked at the impacts of the Northern Loop during the construction and operational phases. The environmental design shown on Figure 2.3 the Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and also to provide landscape integration of the Northern Loop. The

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				assessment has concluded that there would be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has aimed to maximise opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18. A series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 and year 15 to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the Environmental Statement Appendices (TR010064/APP/6.3).
399	Q6	In the Simister area marshland may contain the remnants of a prehistoric trackway. Noticed during a pipe construction over 30 years ago.	N	The Applicant has carried out a detailed assessment of cultural heritage, including archaeological remains, has been undertaken as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Chapter 6, Cultural heritage of the Environmental Statement (TR010064/APP/6.1). No evidence of a prehistoric trackway is recorded as having been found within the Order Limits, according to the Greater Manchester Historic Environment Record. Nonetheless, trial trench investigation will be employed to target both known archaeological remains within the Order Limits and areas affected by Scheme ground disturbance within the Order Limits where archaeological remains might survive. This work will be implemented in accordance with a detailed method statement (a Written Scheme of Investigation) approved in advance of Scheme construction by the Greater Manchester Archaeological Advisory Service who provide archaeological advice to Bury Metropolitan Borough Council. Commitments to completing a trial trench investigation in accordance with an approved Written Scheme of Investigation are detailed in commitments CH1 and CH2 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
400	Q6	The above questions again relate to the impact of this scheme greatly, affecting the area in the quality of life. Relating to life, noise,air quality, vibration and pollution.	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of

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				Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally. The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.

Q.7 Statutory Consultation under s47 & s48 of the 2008 Act with the local community & statutory publicity – Responses to Question 9

The tables provided below evidence the regard had to responses received to National Highway's statutory consultation in accordance with s49 of the 2008 Act. Specifically, the table below, provides how National Highways have responded to responses to question 9 from the Statutory Consultation Brochure, received from the local community and statutory publicity under s47 and s48 of the 2008 Act.

Question 9 – "*Views/comments towards the construction plans."*

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Respondent ID:	**Question**	**Response:**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
6	Q9	not causing extra traffic ques while the construction is ongoing.	N	The Applicant confirms that the construction methodology has been developed in relation to the current design of the Scheme and the space available on the existing network. The length of the programme is driven by the intention to retain the existing number of traffic lanes open on the M60 / M66 / M62 during construction, to minimise the impact on traffic. Maintaining the existing number of lanes on the network will mean there is very little available working space during the daytime, which means the Applicant will need to introduce night-time closures on the M60 / M66 / M62. The traffic management strategy, which gives an overview of the phases and the required network closures during construction, can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Construction Traffic Management Plan sets out the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes. The Outline Traffic Management Plan (TR010064/APP/7.5) will be developed into the Traffic Management Plan for implementation during construction and secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1).
9	Q9	Nothing comes to mind at present.	N	The Applicant acknowledges the comments received.
15	Q9	How the technology is going to be managed, whether that's adding bays where highways workers can stop and do work or whether you're going to have to move the actual technology that's out there on the network	N	A number of off-network maintenance accesses will be provided throughout the Scheme to ensure that the infrastructure of the Scheme, including gantries and motorway technology, can be maintained safely. See General Arrangement Plans (TR010064/APP/2.2) for further information.
17	Q9	The public were only offered two choices, both of which are appalling, are expensive and will cause years of disruption to the travelling public. I submitted an alternative proposal, which has been completely ignored, that would be less expensive, require less variations of rights of way, less purchase of land, less disruption to the travelling public and be more environmentally friendly. I am happy to resubmit that proposal but I suspect it will be disregarded once again as it appears if a proposal does not emanate from Highways England	N	The Applicant has reviewed the alternative design proposed by the respondent, it was considered during the initial stages of the development of the Scheme and discounted. Within the initial stages, over 150 alternative design combinations were considered, which were refined down to six design options which were progressed by the Applicant based on criteria such as affordability, construction duration, environmental impact, land take and ability to meet the Scheme objectives. Subsequently, from these six options, two were shortlisted for further consideration and an options consultation on these two remaining options (Northern Loop and Inner Links) took place between June and August 2020. The reasons why these two options were retained, and the other four options were discounted can be found in the Options Consultation Brochure at Appendix A of the Consultation Report Annexes (TR010064/APP/5.3). Following the outcome of the options consultation, the Northern Loop was announced as the Preferred Route in January 2021. Appendix B of the Consultation Report Annexes contains the details of this "Preferred Route" announcement including the reasons why it was chosen. The alternative design identified by the respondent was discounted as it would require a new structure over

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		then it is seen as being of no value.		junction 18 which would have significant environmental impacts on Simister village, whilst also requiring residential property purchases. Additionally, the alternative option would require a new connection with the M60 south of junction 18 reducing the weaving length between junctions 18 and 19 of the M60, resulting in a design which would not operate safely and would not comply with National Highways' Design Manual for Road and Bridges standards.
20	Q9	The demographics of those who have to live by the redevelopment and cost implications it will undoubtably have on our properties	N	The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
25	Q9	Is there going to be a new Costa coffee in the area	N	The Applicant acknowledges the comments received; however, it is not within the scope of the Scheme to confirm this.
27	Q9	We thing this proposal is very good. It should solve the traffic issue at the junction, improving journey times and reducing traffic pollution. The length of time suggested it will take to complete seems excessive.	N	The Applicant plans to submit the development consent application to the Secretary of State for Transport (via the Planning Inspectorate) in early 2024. If the development consent application is accepted for examination, it will be independently examined by an Examining Authority, appointed by the Secretary of State, who following the examination will make their recommendation to the Secretary of State on whether the application should be granted. Subject to successful grant of the application for development consent, construction is due to start at the end of 2025 with a circa three and a half year duration resulting in Scheme completion in early 2029, as outlined in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1). The current programme is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction.
29	Q9	Ask experts not ordinary people.	N	The Applicant has appointed experts to design and construct the Scheme however as the Scheme is defined as a Nationally Significant Infrastructure Project under the Planning Act 2008 the Applicant is required to consult on the

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				design of the Scheme with those living close to and directly impacted by the Scheme as well as other prescribed consultees, before an application for development consent is made Further details are available in the Consultation Report (TR010064/APP/5.1).
31	Q9	Lane management will be the biggest thing for the project and mitigating road user impact during construction. It would also be advantageous to incorporate any further smart motorway equipment for the M66 and M60 south during the project possibly even having segregated speed limits for different lanes that are going to different locations. Will the roundabout have reduced lanes with the eliminating of the M60 Eastbound Exit ramp and M60 Southbound Entrance ramp access from the roundabout? This would allow for more space to realign the junction.	N	The Applicant confirms the current construction programme of approximately three and half a years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed f into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction. The Simister Island roundabout will be redesigned to accommodate the reduced movements, including a reduction in lanes and a simplified roundabout layout. Additionally, the signal timing will be modified to ensure efficient movements through the junction for the remaining connections and routes through the Simister Island roundabout. During construction, the existing layout of the Simister Island roundabout will be maintained during the daytime, however lane closures or section closures of the roundabout are expected to allow for the installation of the new infrastructure.
33	Q9	The biggest consideration should be the impact on traffic in the local area during the duration of the works, not only on the motorway but in surrounding areas including Radcliffe,whitefield, prestwich and bury: if there is chaos on the motorway these areas often come to a stand still which also impacts on ability to get children to school on time. This is an issue as it is which would only get worse if there is roadworks and slow moving tracing regularly on the motorway, it backs up all over the local areas.	N	The Applicant confirms the current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction. The Outline Traffic Management Plan (TR010064/APP/7.5) details the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes where possible.
34	Q9	Take a journey eastbound at peak times and you will see how traffic moves over far too early, conflicting with joining traffic at J17 and causing tailbacks.	N	The Applicant confirms the junction 17 merge arrangements have been modified from a parallel merge to a lane gain removing the need to merge onto the M60 eastbound mainline. This arrangement ties into the M60 junction 17 to junction 18 five lane motorway and the eastbound junction 18 improvements. Therefore, traffic will no longer be queuing at junction 18 due to the new eastbound to southbound free flow link (Northern Loop) and the increased

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				capacity of the M60 junction 17 to junction 18 mainline link. Additionally, the junction 17 to junction 18 five lane motorway link will incorporate Variable Mandatory Speed Limit to increase capacity and smooth the flow of traffic. Further details are shown on the General Arrangement Plans (TR010064/APP/2.2). Advance Direction Signs will be provided along with new road markings to allow drivers to understand the new junction layout and to choose the correct lane at the optimum location. Finally, destination road markings will also be provided, informing drivers of the required lanes for the given destinations, reducing the likelihood of late lane changes.
38	Q9	Lights needed and drainage also please do any works at night. To 5am latest.	N	The Applicant can confirm that due to the junction layout and the short distances between junctions on the M60 all sections of the Scheme will either remain lit or will be provided with new lighting in accordance with design standards and specified to mitigate, as far as practicable, light spill from the carriageway. This will include installation of "hoods" on the lights where necessary, which will be reviewed as part of the pre-construction design of the Scheme. A brief assessment of the visual effects from street lighting and from car headlights are addressed as part of the visual impact assessment in Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The Scheme design includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. The Applicant has developed the construction methodology in relation to the current design of the Scheme and the space available on the existing network. The length of the programme is driven by the intention to retain the existing number of traffic lanes open on the M60 / M66 / M62 during construction, to minimise the impact of construction on traffic. Maintaining the existing number of lanes on the network will mean there is little available working space during the daytime, which means we will need to introduce night-time closures on the M60 / M66 / M62. The traffic management strategy, which gives an overview of the phases and the required network closures during construction, can be found in the Outline Traffic Management Plan (TR010064/APP/7.5).The Outline Traffic Management Plan (TR010064/APP/7.5) sets out the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Outline Traffic Management Plan (TR010064/APP/7.5) will be developed into the Traffic Management Plan for implementation during construction and secured through Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1). The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction

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				methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes.
41	Q9	You STRONGLY need to consider J1 and J2 of the M66 Northbound where lanes change from 2-3 and back to 2 near Walmersley golf course. This is an area of frequent accidents/near misses & a high cause of traffic in the area. Any time there is roadworks on the A40, the slip road and then subsequently lane 1 can block up the entire northbound section for a long time.	N	The Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1).In line with the Road Investment Strategy announcements, improvement to other sections of the M66 at junctions 1 and 2 are not within the scope of the Scheme.
48	Q9	Please reconsider placing the lane for drivers getting themselves onto the M66 from the M60 south having to go in the middle lane - this is illogical. Another reason for this is that a lot of this traffic is coming from Prestwich and Whitefield and they will already be in the left lane having just come onto the M60 at junction 17 and and remain in the left lane to get onto the M66.	N	The Applicant confirms the M66 northbound exit is to the right of the M60 southbound exit due to the Scheme design needing to reduce the overall permanent land take and impact on private properties. Adding another link to the left of the new M60 eastbound to M60 southbound link would significantly increase the footprint of the Scheme and require the acquisition of a number of properties at the end of Brathay Close and Rothay Close as well as Cowl Gate Farm. As such, when this option was compared to retaining the existing link that takes M60 eastbound traffic directly to the junction 18 signalised junction, the Applicant considered it was not beneficial in terms of value for money over the benefits it would add. So, for motorists joining at junction 17, who wish to access the M60 southbound, they do not need to move lanes as they can stay in the left most lane. M60 eastbound traffic, already on the M60 upstream of junction 17, has to make two lane change movements to access the M60 southbound and one lane change to access the M66 northbound. A traffic signing and road marking design has been developed to ensure the Scheme operates as safely as possible. Advance Direction Signs will be provided along with new road markings, including destination markings in lanes to allow drivers to understand the new junction layout and to choose the correct lane for their required movement. These two methods combined will reduce the likelihood of late lane changes and driver confusion. The Applicant will also work closely with mapping companies and satellite navigation providers to ensure that links, lane suggestions and route guidance is introduced in a timely fashion in line with Scheme opening. The layout can be viewed in the General Arrangement Plans (TR010064/APP/2.2).
49	Q9	People are used to the layout of this roundabout, we know how to use it and changing it would cause lots of confusion amongst drivers who regularly use this roundabout. Changing it would only cause more road traffic accidents.	N	The Applicant confirms the Scheme will remove a significant volume of traffic currently using the signalised junction at Simister Island. The reduction in congestion allows the layout of the circulatory carriageway to re-configured with new road markings. As such, the Scheme intends to upgrade the signals and road markings at Simister Island junction. The new M60 eastbound to M60 southbound link, removes traffic making the M60 eastbound to M60 southbound movement from the signalised junction which will increase the overall capacity of the junction and allow for greater optimisation of signal timings for the remaining movements. A traffic signing and road marking design has been developed to ensure the Scheme operates as safely as possible. Advance Direction Signs will be provided along with new road markings, including destination markings in lanes to allow drivers to understand the new junction layout and to choose the correct lane for their required movement. These two methods combined will reduce the likelihood of late lane changes and driver confusion. The Applicant will also work closely with mapping companies and satellite navigation providers to ensure that links, lane suggestions and route guidance is introduced in a timely fashion in line with Scheme opening. The layout can be viewed in the General Arrangement Plans (TR010064/APP/2.2).

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				During the five-year period from January 2017 to December 2021, there were three collisions on the circulatory carriageway, one of which involved a side swipe collision. This side swipe collision resulted in one slight injury. The other two collisions were both rear end shunts and resulted in one fatality and one slight injury. The rear end shunts were likely due to congestion and as congestion will be reduced by the Scheme, that collisions of this type will also be reduced as a result. Other than drivers travelling clockwise around the M60, drivers who are used to using the circulatory carriageway will still be able to do so in a similar manner as existing. Further details about the accident analysis undertaken can be found in the Transport Assessment (TR010064/APP/7.4).
50	Q9	Investment in high density, eco friendly methods of transit would be vastly more appropriate	N	The Applicant is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
51	Q9	Don't develop plans further just abondon the project and let us use the road as is.	N	The Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
52	Q9	There is no need to cause further disruption to	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area

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		people lives with further works. I have been driving since 2017 and most of my time on the road has constantly consisted of 50 zones and road works. The smart motorway system is the worst designed protocol ever put into action. Multiple occasions it slows the traffic down unnecessary and people completely forget the over taking rules and happily sit in the fast lane doing 40 with a clear road in front of them causing more traffic than it is preventing. How about rather than spend millions on another 5-10 years of works and disruption invest money Inyo educating the public and solving the serve epidemic of bad drivers on the roads. If people understand to move over once passing someone the flow of traffic would move and these not even be needed.		on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). In order to mitigate the new lane arrangements, junction layouts and driver behaviour, a traffic signing, and road marking design has been developed to ensure the Scheme operates as safely as possible. Advance Direction Signs will be provided along with new road markings, including destination markings in lanes to allow drivers to understand the new junction layout and to choose the correct lane for their required movement. These two methods combined will reduce the likelihood of late lane changes and driver confusion. The Applicant will also work closely with mapping companies and satellite navigation providers to ensure that links, lane suggestions and route guidance is introduced in a timely fashion in line with Scheme opening. The layout can be viewed in the General Arrangement Plans (TR010064/APP/2.2). Additionally, variable speeds on controlled motorways are used to smooth the flow of traffic and ease congestion. They are also used to manage emergencies on the Strategic Road Network.
53	Q9	Scrap smart motorways and stop limiting speeds then people might actually be able to move	N	The Applicant acknowledges the comments on Smart Motorways and speed limits. However, the removal of all Smart Motorways from the strategic road network is a decision for the Government. Variable speeds on controlled motorways are used to smooth the flow of traffic and ease congestion and are currently in operation on the M60 between junction 17 and junction 18. Additionally, they are also used to manage emergencies on the Strategic Road Network. The Applicant will maintain the existing provision of variable speed limit on the M60 between junctions 17 and 18. All other sections of motorway within the Order Limits will continue to operate under normal motorway speed limits.
54	Q9	This transformation/ improve could take a number of weeks/ months as I know roadworks can do and with the level of traffic passing through that area of the motorway I am concerned about once the construction starts on this project it will cause extremely long delays longer than current delays, especially as there are a number of roadworks surrounding the M62 from Leeds, this is my current travel route and a lot of the time this can take me nearly 2 hours with traffic / roadworks	N	The Applicant plans to submit the development consent application to the Secretary of State for Transport (via the Planning Inspectorate) in early 2024. If the development consent application is accepted for examination, it will be independently examined by an Examining Authority, appointed by the Secretary of State, who following the examination will make their recommendation to the Secretary of State on whether the application should be granted. Subject to successful grant of the application for development consent, construction is due to start at the end of 2025 with a circa three and a half year duration resulting in Scheme completion in early 2029, as outlined in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1). The current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic

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				management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction. The Outline Traffic Management Plan (TR010064/APP/7.5) details the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes where possible.
58	Q9	Any plans to change the motorway/roads in this area will impact traffic. You may try to minimise the problems, however. When the problems are already fairly bad, they will only get worse if there is changes and works to the roads. Any the work will be ongoing for a long time.	N	The Applicant plans to submit the development consent application to the Secretary of State for Transport (via the Planning Inspectorate) in early 2024. If the development consent application is accepted for examination, it will be independently examined by an Examining Authority, appointed by the Secretary of State, who following the examination will make their recommendation to the Secretary of State on whether the application should be granted. Subject to successful grant of the application for development consent, construction is due to start at the end of 2025 with a circa three and a half year duration resulting in Scheme completion in early 2029, as outlined in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1). The current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction. The Outline Traffic Management Plan (TR010064/APP/7.5) details the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes, where possible.
59	Q9	I regularly use the simister island junction for work travelling in and out of bury using the M62 but also the M66 when travelling down from Hasslingden and Ramsbottom. The main issue I encounter when	N	The Applicant confirms the Scheme will remove a significant volume of traffic currently using the signalised junction at Simister Island. The reduction in congestion allows the layout of the circulatory carriageway to re-configured with new road markings. As such, the Scheme intends to upgrade the signals and road markings at Simister Island junction. The new M60 eastbound to M60 southbound link, removes traffic making the M60 eastbound to M60

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		using the junction is there's always a big queue of motorists entering the roundabout from the M66 southbound with the slip road onto the M62, some motorists will be stationary at the the lights but often times those wishing to join the slip road are forced to enter the queueing traffic when this shouldn't be necessary.		southbound movement from the signalised junction which will increase the overall capacity of the junction and allow for greater optimisation of signal timings for the remaining movements. Further details can be found on the General Arrangement Plans (TR010064/APP/2.2).
62	Q9	Plans look worthwhile and improved from original. Is there not a potential for M66 to M62East to move to a longer junction allowing M60 clockwise traffic to go over simister island and then peel off to the left and loop back to the M66/M60, as there would be more separation of vehicles	N	The Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2, further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). In line with the Road Investment Strategy announcements, the Applicant can confirm that the potential for the M66 to M62 east to move to an alternative junction allowing the M60 clockwise traffic to go over Simister Island is not part of the scope of this Scheme. During the initial stages of the development of the Scheme design, over 150 alternative design combinations were considered, which were refined down to six design options which were progressed by the Applicant based on criteria such as affordability, construction duration, environmental impact, land take and ability to meet the Scheme objectives. Subsequently, from these six options, two were shortlisted for further consideration and an options consultation on these two remaining options (Northern Loop and Inner Links) took place between June and August 2020. The reasons why these two options were retained, and the other four options were discounted can be found in the Options Consultation Brochure at Appendix A of the Consultation Report Annexes (TR010064/APP/5.3). Following the outcome of the options consultation, the Northern Loop was announced as the Preferred Route in January 2021. Appendix B of the Consultation Report Annexes contains the details of this "Preferred Route" announcement including the reasons why it was chosen.
69	Q9	1. Grade separated Junctions are alway the best way to keep traffic Flowing without Stopping, as Long as the Camber on the Loop Roads is sufficient to avoid Rollovers by giving strong vertical support to HGV with High Centre of Gravity loads. (Lots of these) and 2. Heavy Rainfall on Motorway surfaces causes Tyres to Aquaplane, which inhibits both Steering, Braking and Safety with the possibility of Fatal Results for someone. So the use of Ponds nearby to collect Surface water Run-off is an excellent design feature. and 3. Please bear in Mind that we cannot build our way out of Congestion, because sooner or Later we will	N	The Applicant confirms the camber, also known as superelevation, of the loop is in line with design standards, specifically section 4 (Horizontal Alignment) of CD109 – Highway Link Design which is part of National Highways' Design Manual for Road and Bridges. As part of the drainage strategy, attenuation ponds are provided on several drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network once the Scheme is operational. The Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as

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		have to restrict the Amount of Vehicles on UK Roads to avoid the day that we end up with gridlock.		part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1).
72	Q9	there needs to be a walking/cycling bridge [red] across this junction to reconnect Sunnybank & Unsworth to Simister & Middleton	N	The Applicant confirms that the provision of a walking/cycling bridge to reconnect Sunnybank and Unsworth to Simister and Middleton is not within the scope of the Scheme. The Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* The Scheme was committed to as part of Road Investment Strategy 2 2020-2025.
74	Q9	The environment Pedestrians Cyclists Wildlife Air quality	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme, as part of the Applicant's wider Delivery Plan (2020), is predicted to achieve a 3.68% gain in area habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat

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				types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. This risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
75	Q9	There needs to be a pedestrian/cycling overbridge to connect Mode Hill La and Egypt Lane, allowing people to pass between Unsworth and Simister - the current tunnel is uninviting and impassable by bike.	N	The Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Therefore, it is not within the scope of the Scheme to directly provide a new pedestrian / cycle bridge to connect Mode Hill Lane and Egypt Lane. Pole Lane/Mode Hill Lane and Egypt Lane will continue to be connected via the public footpath which will be re-aligned around the new northern loop and to the east of the M66 which connects with Hills Lane bridge over the M66. More information is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5).
79	Q9	I don't think the project should be going ahead at all. We should be planning for lower traffic levels, not an increase.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a

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				number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
80	Q9	Please try to limit the impact on travel while completing the works. Especially if taking year, can cause a lot of issues during the process. Try to limit with putting anyone at risk.	N	The Applicant plans to submit the development consent application to the Secretary of State for Transport (via the Planning Inspectorate) in early 2024. If the development consent application is accepted for examination, it will be independently examined by an Examining Authority, appointed by the Secretary of State, who following the examination will make their recommendation to the Secretary of State on whether the application should be granted. Subject to successful grant of the application for development consent, construction is due to start at the end of 2025 with a circa three and a half year duration resulting in Scheme completion in early 2029, as outlined in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1). The current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed f into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction. The Outline Traffic Management Plan (TR010064/APP/7.5) details the diversion routes which will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes where possible.
81	Q9	How will the reduction of CO2 be implemented? Both in construction and in the entire lifecycle of all materials used and their eventual end of life? Provision for overhead pantograph wires for electric lorries.	N	The Applicant confirms the UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in

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		Graveyards for people killed by air pollution and climate change.		greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. In order to reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced and can be found at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan focuses on how the Scheme will reduce carbon emissions during the construction of the Scheme through measures such as potentially using electric (or alternative lower-carbon fuel) construction equipment instead of conventional diesel-powered construction plant and/or the use of low carbon materials. The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). There is little the Scheme can do to influence road user greenhouse gas emissions, therefore 'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050. The Scheme is designed to current National Highways' Design Manual for Road and Bridges standards, which do not incorporate infrastructure requirements for electric lorries.
83	Q9	Timings for access if you are to carry out work with traffic coming into estate, please ensure this is in normal working hours.	Y	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1). The Outline Traffic Management Plan (TR010064/APP/7.5) details the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of

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				reducing the number of full closures and use of diversion routes where possible. The Outline Traffic Management Plan (TR010064/APP/7.5) will be developed into the Traffic Management Plan for implementation during construction and secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1).
84	Q9	It would be good if the project could provide a gift or contribution to the local area as a gesture of goodwill to the community who will be most negatively impacted by the construction which will last for many years I'm sure. Potentially a public sculpture could be provided or a contribution to the Prestwich Village regeneration scheme.	N	The Applicant is unable to provide a gift or contribution to the local community as this is not within the scope of the Scheme. The funding has been committed to as part of the Governments Road Investment Strategy 2 2020-2025 and it would not be appropriate to allocate funding to other schemes. Further details about funding can be found in the Funding Statement (TR010064/APP/4.2).
88	Q9	Consideration for all the local residents regarding the nightime working noise affecting sleeping patterns . It is already causing us stress thinking about the noise during construction, the extra noise from traffic being closer to our house .the possible affect on our house price and it being less saleable	N	The Applicant would keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant plans to submit the development consent application to the Secretary of State for Transport (via the Planning Inspectorate) in early 2024. If the development consent application is accepted for examination, it will be independently examined by an Examining Authority, appointed by the Secretary of State, who following the examination will make their recommendation to the Secretary of State on whether the application should be granted. Subject to successful grant of the application for development consent, construction is due to start at the end of 2025 with a circa three and a half year duration resulting in Scheme completion in early 2029, as outlined in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1). The current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan (will be developed f into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in

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				Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working impacting Warwick Avenue during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a detailed assessment of noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses will result in increases in road traffic noise if mitigation is not also considered. However, the Applicant will provide a low noise road surface with better performance than conventional low noise surfacing on the M60 between junction 17 and junction 18. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. A conventional Low Noise Road Surface will be provided for the remaining areas of the motorways that form the Scheme, including parts of the M66. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in road traffic noise of between 1 and 5 dB(A) either side of the M60, depending upon location and changes ranging from a 3dB reduction to a 1dB increase either side of the M66. Changes in road traffic noise of 3dB or more can be perceptible to people, so these reduction in road traffic noise are likely to be noticeable in some locations. The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.

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90	Q9	Can get very foggy along this stretch of motorway most mornings during the winter. Traffic can quickly back up even here from further down the M60 at junction 21 for the m61. A lot of wagons travel this route and often make it more difficult for traffic going from the M60 to the M60 to merge and join.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). If you would like information on other schemes across the network, please visit the Applicant's website. The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant confirms, a lighting assessment for the Scheme has been completed which considered adverse weather such as fog and all sections of the Scheme will either remain lit or will provide new lighting in accordance with National Highways' Design Manual for Roads and Bridges standards. However, the assessment and lighting provision only cover the lighting requirements within the Scheme extents. Additionally, Advance Direction Signs will be provided along with new road markings, including destination markings in lanes to allow drivers to understand the new junction layout and to choose the correct lane for their required movement. These two methods combined will reduce the likelihood of late lane changes and driver confusion in poor weather conditions. Finally, the Scheme incorporates Variable Message Signs which are dynamic LED signs which are used to inform road users of pertinent safety or instructional information, these signs are also used to smooth the flow of traffic.
91	Q9	Preferably, schemes like this should seek to improve the local active travel network (e.g. new routes, resurfacing, improving directness, comfort and accessibility) to encourage active travel in line with national policy. You should also maintain rights of way throughout the works and take reasonable steps to avoid long detours for those on foot and wheeling.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1).

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				The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives. The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1).
92	Q9	Local people's (inc my parents) livelihood!	N	The Applicant plans to submit the development consent application to the Secretary of State for Transport (via the Planning Inspectorate) in early 2024. If the development consent application is accepted for examination, it will be independently examined by an Examining Authority, appointed by the Secretary of State, who following the examination will make their recommendation to the Secretary of State on whether the application should be granted. Subject to successful grant of the application for development consent, construction is due to start at the end of 2025 with a circa three and a half year duration resulting in Scheme completion in early 2029, as outlined in

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				Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1). The current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction. The Outline Traffic Management Plan (TR010064/APP/7.5) details the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes where possible.
93	Q9	There is no reason to change simister island. It is the poor quality smart motorway that creates congestion and thus backs up the traffic around simister.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays,

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				and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
94	Q9	I'm not fully up to date about this aspect so can't comment. Sorry.	N	The Applicant acknowledges the comments received.
107	Q9	Existing tunnel needs improving for walking and cycling routes	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways *to "develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). In line with the Road Investment Strategy announcements improvements to existing walking and cycling routes, such as those mentioned, are not within the scope of the Scheme.
108	Q9	There needs to be temporary or permanent walking/cycling bridge across this junction to reconnect Sunnybank & Unsworth to Simister & Middleton. (Mode Hill Lane to Egypt Lane).	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). In line with the Road Investment Strategy announcements the creation of additional pedestrian and cycle connections, such as those mentioned, are not within the scope of the Scheme. The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1).
111	Q9	Recent improvements have resulted in high construction noise in the early hours of the morning	N	The Applicant acknowledges that existing levels of road traffic noise in the area are high, with much of the area being within a Noise Important Area, which designates (those locations experiencing the highest noise levels).

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		which could be clearly heard. More information is needed on how you intend to minimise this....exhaust mufflers? Screw piling? The proposed routes and temporary access/laydown areas have a myriad of conditions and invasive plant species. How do you plan to find, prevent spread, remidiate and put back better post construction?		Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) sets out the noise assessment based on the Scheme design which forms the application for development consent. Noise mitigation measures are considered in the order of source/path/receptor, with examples of mitigation at source being road surfacing and path including noise barriers or earth bunds. This is because noise mitigation at source benefits a wider area then the other forms of mitigation. The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working impacting Warwick Avenue during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant acknowledges the concerns around invasive plant species. An Outline Environmental Control Plan: Invasive Species is provided at Appendix E of the First Iteration Management Environment Management Plan (TR010064/APP/6.5) which sets out the measures that would be used to control and prevent the spread of invasive

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				non-native species. Ten invasive non-native plant species were identified through desk studies and field surveys. Japanese Knotweed and Nuttall's Waterweed were found to be present within the Order Limits or in the immediate environment. Appropriate control measures will be implemented prior to work commencing, these will include biosecurity measures such as wash down areas, personal protective equipment cleaning, separate material storage, temporary fencing, and appropriate signage. The Outline Invasive Species Management Plan will be developed into the Invasive Species Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
112	Q9	As highlighted above, my concern regarding new lights being installed on M66. Please can you consider his.	N	The Applicant confirms that due to the junction layout and the short distances between junctions on the M60 all sections of the Scheme will either remain lit or will be provided with new lighting in accordance with design standards. However, these will only cover the lighting requirements within the Scheme extents. In relation to the M66, the new southbound diverge, the existing northbound merge and the M66 through junction 18 will be lit. The unlit section of the M66 to the north of junction 18 is beyond the scope of the Scheme and so additional lighting will not be provided on this section.
114	Q9	Consider the planet and the environment and cancel the scheme altogether, to spend the money on more efficient transport methods such as public transport, walking, and cycling.	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the

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				Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
115	Q9	Get it done as fast as possible - reducing construction impact and alleviating current issues as fast as possible	N	The Applicant plans to submit the development consent application to the Secretary of State for Transport (via the Planning Inspectorate) in early 2024. If the development consent application is accepted for examination, it will be independently examined by an Examining Authority, appointed by the Secretary of State, who following the examination will make their recommendation to the Secretary of State on whether the application should be granted. Subject to successful grant of the application for development consent, construction is due to start at the end of 2025 with a circa three and a half year duration resulting in Scheme completion in early 2029, as outlined in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1). The current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed r into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction.
116	Q9	Just get on with it. This has been in dire need of improvement for at least 30 years. Not sure why you think it's OK to just fanny around doing nothing, while pandering to every minority interest group. JUST GET THE JUNCTION IMPROVED.	N	The Applicant plans to submit the development consent application to the Secretary of State for Transport (via the Planning Inspectorate) in early 2024. If the development consent application is accepted for examination, it will be independently examined by an Examining Authority, appointed by the Secretary of State, who following the examination will make their recommendation to the Secretary of State on whether the application should be granted. Subject to successful grant of the application for development consent, construction is due to start at the end of 2025 with a circa three and a half year duration resulting in Scheme completion in early 2029, as outlined in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1). The current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction

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				programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction.
117	Q9	The effect upon the health of both residents and local school pupils health Ella's law sets out the right to clean air. How will the changes outline meet the Clean Air act?	N	The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally. The Clean Air Act(s) (1956 to 1993 various Acts) relate primarily to industrial and domestic air pollution not road transport. The relevant Acts to the air quality assessment (not the Clean Air Act(s)) and the ability of the Scheme to meet the relevant air quality objectives and legal limit values are discussed in Section 5.3 Chapter 5 Air Quality of the Environmental Statement (TR010064/APP/6.1). "Ella's law" which is currently the Clean Air (Human Rights) Bill is not an act and is currently (as of 31 October 2023) is being read in the House of Commons, it therefore has no current legal standing.
121	Q9	Possibly a free-flow link M60 north bound to the M62 east bound? This would ease congestion under Simister Lane	N	The Applicant reviewed, within the early stages, over 150 alternative design combinations were considered, which were refined down to six design options which were progressed by the Applicant based on criteria such as affordability, construction duration, environmental impact, land take and ability to meet the Scheme objectives. Subsequently, from these six options, two were shortlisted for further consideration and an options consultation on

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				these two remaining options (Northern Loop and Inner Links) took place between June and August 2020. The reasons why these two options were retained, and the other four options were discounted can be found in the Options Consultation Brochure at Appendix A of the Consultation Report Annexes (TR010064/APP/5.3). Following the outcome of the options consultation, the Northern Loop was announced as the Preferred Route in January 2021. Appendix B of the Consultation Report Annexes contains the details of this "Preferred Route" announcement including the reasons why it was chosen. Further details can also be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1). The M60 northbound diverge will be modified as part of the Scheme to cater for the forecasted traffic demand in the design year, 2044. Lane 1 and 2 of the diverge will direct traffic towards the M60 westbound with lane 3 directing traffic towards Simister Island circulatory, to then access the M62 eastbound. The M60 northbound to M62 eastbound connection will see benefits through the addition of the new M60 eastbound to M60 southbound link (Northern Loop). The link removes all traffic travelling M60 eastbound to M60 southbound from the circulatory and removes a set of traffic signals. With this reduction in demand on the circulatory, traffic travelling to and from other directions will be able to flow more freely with modified traffic signal timings and released capacity. Further details are shown on the General Arrangements Plans (TR010064/APP/2.2) and described in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1). A free flow link between M60 northbound to M62 eastbound would require substantial land take, impacting on local properties and habitats. The cost of the link would also outweigh the benefits produced and therefore the option was discounted.
122	Q9	What alternative (non-car) options have been assessed against? Eg same expense on investing in public transport, active travel or Improved rail/tram connectivity to reduce demand.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
123	Q9	Access to Prestfield Court.	N	The Applicant has included Balmoral Avenue and Prestfield Court within the Order Limits as there may be works required to utilities infrastructure. The Applicant understands that utility works would be undertaken whilst

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				maintaining access to properties, however, there may be short periods where vehicle access is restricted. Through discussions with the utility companies, any diversion works could be undertaken from Balmoral Avenue, meaning that access to Prestfield Court should still be possible via Thatch Leach Lane. The Applicant is still in the process of defining the scope of works required as the detailed design progresses and ongoing discussions take place with the utility companies. A detailed schedule and plan of work will be communicated with residents well in advance of works taking place to ensure residents understand the working hours, durations, expected disruption and access implications.
125	Q9	Will we still have access with our cars to Prestfield Court Whitefield M45 6FH ?	N	The Applicant has included Balmoral Avenue and Prestfield Court within the Order Limits as there may be works required to utilities infrastructure. The Applicant understands that utility works would be undertaken whilst maintaining access to properties, however, there may be short periods where vehicle access is restricted. Through discussions with the utility companies, any diversion works could be undertaken from Balmoral Avenue, meaning that access to Prestfield Court should still be possible via Thatch Leach Lane. The Applicant is still in the process of defining the scope of works required as the detailed design progresses and ongoing discussions take place with the utility companies. A detailed schedule and plan of work will be communicated with residents well in advance of works taking place to ensure residents understand the working hours, durations, expected disruption and access implications.
134	Q9	Whilst the improvements at J18 of the M60 will be most welcome, I think the wider network needs to be improved between junctions 16 and 19 of the M60, as well as roads to and from these junctions.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1).
135	Q9	I'm still not sure. I'm still reeling over the decision to get rid of the hard shoulder on motorways! Perhaps I'm a bit sceptical.	N	The Applicant confirms that the design for the M60 junction 17 to junction 18 includes a hard shoulder. The existing hard shoulder will be converted into a running lane to provide five lanes in each direction, with a new hard shoulder also being provided. Further details can be found on the General Arrangement Plans (TR010064/APP/2.2).
136	Q9	How would you feel if you lived in the area of disruptions near your home.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant plans to submit the development consent application to the Secretary of State for Transport (via the

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				Planning Inspectorate) in early 2024. If the development consent application is accepted for examination, it will be independently examined by an Examining Authority, appointed by the Secretary of State, who following the examination will make their recommendation to the Secretary of State on whether the application should be granted. Subject to successful grant of the application for development consent, construction is due to start at the end of 2025 with a circa three and a half year duration resulting in Scheme completion in early 2029, as outlined in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1). The current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction.
139	Q9	Just make sure it works! As you know the smart motorway doesn't!	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
142	Q9	I think that the impact will only be felt once the work is underway, It's hard to guess what the impacts will be. It will be important to make sure that the road surfaces are kept to free of mud as possible in order to ensure safety.	N	The Applicant's current programme is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction.

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				The Applicant will has fully considered and will continue to consider the impacts of construction, wheel cleaning measures are placed in offline sections of work to reduce the amount of mud from vehicle wheels on the strategic and local road network. Where possible, vehicles will be cleaned prior to leaving the work areas to minimise the chances of mud being tracked onto the carriageways and road sweepers will be available on site throughout construction to assist with the cleaning off paved surfaces. These commitments are set out in the Register of Environmental Actions and Commitments contained within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
143	Q9	Don't do it?	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
144	Q9	Last time the football car park on Sandgate was used, we were distributed all hours of day and night with huge machinery being moved.	N	The Applicant's current construction plan does not regularly require Prestwich Heys Football Club car park for construction activities. When construction activities require the use of Prestwich Heys Football Club car park, they will be undertaken during the daytime between 7:30am to 7pm, Monday to Friday, and 7:30am and 1pm on Saturday to minimise disruption at the Football Club. No night working at the car park is required. The Applicant will keep nearby residents informed of forthcoming works, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
145	Q9	Don't go ahead with it! It will destroy the beautiful area we live in.	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments contained within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details the mitigation measures which aim to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with the construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).

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				The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area.
146	Q9	As mention the northern loop needs reconsidering	N	The Applicant confirms that traffic flows from the junction and current traffic model identifies that significant congestion is associated with the M60 eastbound to M60 southbound movement. This will be mitigated through the provision of the M60 eastbound to M60 southbound link via the Northern Loop. The M66 northbound exit is to the right of the M60 southbound exit is required to reduce the overall permanent land take and impact on private properties at that location. The provision of another link to the left of the new M60 eastbound to M60 southbound link would significantly increase the footprint of the Scheme and require the acquisition of a number of private properties at the end of Brathay Close and Rothay Close as well as Cowl Gate Farm. As such, when this option was compared to retaining the existing link that takes M60 eastbound traffic directly to the junction 18 signalised junction, the Applicant considered that few benefits would be realised compared with the additional costs and overall value for money. For motorists joining at junction 17, who wish to access the M60 southbound, they will not need to move lanes as they can stay in the left most lane. M60 eastbound traffic, already on the M60 upstream of junction 17, will make two lane change movements to access the M60 southbound and one lane change to access the M66 northbound. A new traffic signing, and road marking design has been developed to ensure the Scheme operates as safely as possible. Advance Direction Signs will be provided along with new road markings, including destination markings in lanes to allow drivers to understand the new junction layout and to choose the correct lane for their required movement. These two methods combined will reduce the likelihood of late lane changes and driver confusion. The Applicant will also work closely with mapping companies and satellite navigation providers to ensure that links, lane suggestions and route guidance is introduced in a timely fashion in line with Scheme opening. The layout can be viewed in the General Arrangement Plans (TR010064/APP/2.2).
147	Q9	The proposed access for the construction of pond 6 from the A56 on to Chestnut avenue, Beech ave and Ross ave is unacceptable. These are narrow residential roads and many houses have no off street parking. The frequency and vibration and noise is totally unreasonable.	N	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
148	Q9	Wildlife. Families of deer roam freely. Red kites of bats all will lose habitat. Large numbers crested newts destruction and cutting down trees for everyone. You destroy more nature. Trees need	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments contained within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details the mitigation measures which aim to

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		planting.		avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with the construction of the Scheme The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. Deer are not scoped into the assessment as they are not a protected species or listed as a species principal importance which would make them a material consideration in a planning context. However, the risks of collisions will be considered when determining the requirements for deer proof fencing from a human safety perspective at detailed design. A Landscape and Visual Impact Assessment has been undertaken and is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment has looked at the impacts of the Scheme during the construction and operational phases. The environmental design shown on Figure 2.3 [he Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts from the Scheme by planting trees, shrubs, and woodland. The assessment has concluded that there will be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has aimed to maximise opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18 as a result of the Scheme. A series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044) to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the Environmental Statement Appendices (TR010064/APP/6.3).
149	Q9	Ross avenue in Whitefield is already a very small area and with cars racing up and down, I feel this will become much worse.	N	The Applicant confirms with regards to Ross Avenue and the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).

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150	Q9	I am just fed up of constant "improvements" to the motorway. I have a property I can not sell and I am not convinced by your arguments.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
151	Q9	Poor access to storage facility proposed on/off Ross Avenue/on golf course land.	N	The Applicant confirms with regards to Ross Avenue, the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed via Ross Avenue or through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details can be found in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
152	Q9	Being the owner-occupier [Anonymised] Oak Avenue, Whitefield and having studied the proposed development. It is difficult to envisage the upheaval the local residents will have to endure. We will withhold judgement until then. I would suggest that a temporary reduction in rates would help to compensate residents whilst this construction was ongoing.	N	The Applicant confirms with regards to Oak Avenue, the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed via Oak Avenue or through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details can be found in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
158	Q9	One of the proposed areas is at the back of our house. We hope that it wont be situated too close to the garden both for visual reasons and noise. We were glad to hear at the consultation event that heavy vehicles and machinery will not be using Simister Lane to access the site and that a special road from the motorway will be made for this purpose.	N	The Applicant has developed the construction methodology in relation to the current design of the Scheme and the space available on the existing network. The length of the programme is driven by the intention to retain the existing number of traffic lanes open on the M60 / M66 / M62 during construction, to minimise the impact of construction on traffic. Maintaining the existing number of lanes on the network will mean there is little available working space during the daytime, which means we will need to introduce nighttime closures on the M60 / M66 / M62. The traffic management strategy, which gives an overview of the phases and the required network closures during construction, can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan sets out the diversion routes that will be utilised during night closures of the M60 / M66 / M62.

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		We hope that night working will be not too loud and for too long.		The Outline Traffic Management Plan will be developed into the Traffic Management Plan for implementation during construction and secured by Requirement 10 of the draft Development Consent Order (TR010064/PP/3.1). The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working impacting Warwick Avenue during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). A Landscape and Visual Impact Assessment has been undertaken and is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment has looked at the impacts of the Northern Loop during the construction and operational phases. The environmental design shown on Figure 2.3 the Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and to provide landscape integration of the Northern Loop. The assessment has concluded that there will be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has aimed to maximise opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18 as a result of the

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				Scheme. A series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044) to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the Environmental Statement Appendices (TR010064/APP/6.3).
162	Q9	We need access via Griffe Lane (which is a private lane) to our property and also have financial responsibility for the upkeep of the area along with other properties along Griffe Lane. This is also a single lane access road and unsuitable for temporary compound of any description. There is a 2.5t weight limit on Griffe Lane.	N	The Applicant can confirm that access is required from Griffe Lane for the construction of Pond 2 (as shown on the Scheme General Arrangement Plans (TR010064/APP/2.2). This activity will require a small compound and construction traffic using Griffe Lane will be managed appropriately to minimise the impact upon the road itself and any nearby receptors. An assessment will be undertaken prior to the start of construction on the requirement for pedestrian and traffic management, which would aim to reduce the risk to vehicles or pedestrians during construction works. Once constructed, drainage ponds will only need to be accessed for routine maintenance and in the event of emergencies such as spillage events on the motorway network. The Applicant has reviewed Bury Metropolitan Borough Council records for information on the stated 2.5t weight limit on Griffe Lane, however there is no information presently available in relation to this. Risk assessments and method statements will be undertaken for all operations associated with Pond 2 construction activities. The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
163	Q9	We need access via Griffe Lane (which is a private lane) to our property and also have financial responsibility for the upkeep of the area along with other properties along Griffe Lane. This is also a single lane access road and unsuitable for temporary compound of any description. There is a 2.5t weight limit on Griffe Lane.	N	The Applicant can confirm that access is required from Griffe Lane for the construction of Pond 2 (as shown on the Scheme General Arrangement Plans (TR010064/APP/2.2). This activity will require a small compound and construction traffic using Griffe Lane will be managed appropriately to minimise the impact upon the road itself and any nearby receptors. An assessment will be undertaken prior to the start of construction on the requirement for pedestrian and traffic management, which would aim to reduce the risk to vehicles or pedestrians during construction works. Once constructed, drainage ponds will only need to be accessed for routine maintenance and in the event of emergencies such as spillage events on the motorway network. The Applicant has reviewed Bury Metropolitan Borough Council records for information on the stated 2.5t weight limit on Griffe Lane, however there is no information presently available in relation to this. Risk assessments and method statements will be undertaken for all operations associated with Pond 2 construction activities. The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to

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				be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
166	Q9	STOP BUILDING HOUSES, the area is full, polluted, congested	N	The Applicant is unable to comment on house building policy which is the responsibility of Bury Metropolitan Borough Council.
168	Q9	Problems and delays on the M60 are much greater at the M61 junctions and the M602/M62 junctions. Sort these out first.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). In line with the Road Investment Strategy announcements, improvements to other areas of the M60, such as the M61 junction and M602/M62 junctions, are not within the scope of the Scheme.
170	Q9	The clockwise loop needs to be at least two lanes otherwise this will just repeat the issues with the current anti clockwise loop	N	The Applicant confirms the M60 eastbound to M60 southbound is a two-lane link road with hard shoulder. Further details are shown on the General Arrangement Plans (TR010064/APP/2.2).
171	Q9	Yes, the new link from M60 East to M60 South surely has to be dual lane too. A single lane will be clogged up and hopeless. Do the right thing and invest in the future.	N	The Applicant confirms the M60 eastbound to M60 southbound is a two-lane link road with hard shoulder. Further details are shown on the General Arrangement Plans (TR010064/APP/2.2).
173	Q9	As mentioned, explore your data and prediction software to look at the bottlenecks already on the Southbound. Adding more cars at Prestwich is not the answer. Waste of time and resources, causing disruption without fixing the real issue.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The

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				Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1).
174	Q9	Don't do it. The community don't want it. The motorists don't want it. Focus your efforts where it is needed.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
179	Q9	Nothing change it	N	The Applicant acknowledges the comments received.
182	Q9	Scrap the plan, it is wasteful, destructive and wrong-headed, spend the money on ways that will benefit the environment, not destroy it further	N	The Applicant originally announced the Scheme in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the

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				design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area.
189	Q9	Eygpt lane & Simister Lane already have access problems & it can take as long as 40 mins to get out of the village. This will make things worse.	N	The Applicant has developed the Outline Traffic Management Plan (TR010064/APP/7.5) which details the diversion routes the Scheme will utilise during night closures of the M60 / M66 / M62. The Outline Traffic Management Plan will be developed into the Traffic Management Plan for implementation during construction and secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1). The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes where possible. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use Egypt Lane and Simister Lane. There will be the requirement to access from the Egypt Lane and Simister Lane for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology, and the installation of boundary fencing. After the work area has been established then the temporary accesses and egresses into the offline work areas will be utilised.
190	Q9	I am not aware of where this information is in the booklet. Is this construction management on pg9? I don't know where to find the information to read.	N	The main site compound would be located to the north-west of M60 junction 18 on land south of Mode Hill Lane and Cowl Gate Farm, with satellite compounds located in the north-east and south-west quadrants of M60 junction 18 and at the Pond 2 and Pond 5 locations. The locations of the main site and satellite compounds and haul roads are shown in Figure 2.4: Temporary Works of the Environmental Statement Figures (TR010064/APP/6.2) and the Works Plans (TR010064/APP/2.4), and summarised in Table 2.8 of Chapter 2, The Scheme of the Environmental Statement (TR010064/APP/6.1).
194	Q9	The pylons	N	The Applicant can confirm that no new pylons are proposed, and no existing pylons are impacted by the Scheme.
195	Q9	The plans are not clear where site compound is to be located.	N	The main site compound would be located to the north-west of M60 junction 18 on land south of Mode Hill Lane and Cowl Gate Farm, with satellite compounds located in the north-east and south-west quadrants of M60 junction 18 and at the Pond 2 and Pond 5 locations. The locations of the main site and satellite compounds and haul roads are shown in Figure 2.4: Temporary Works of the Environmental Statement Figures (TR010064/APP/6.2) and the

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				Works Plans (TR010064/APP/2.4), and summarised in Table 2.8 of Chapter 2, The Scheme of the Environmental Statement (TR010064/APP/6.1).
196	Q9	The plans aren't clear where site compound is to be located.	N	The main site compound would be located to the north-west of M60 junction 18 on land south of Mode Hill Lane and Cowl Gate Farm, with satellite compounds located in the north-east and south-west quadrants of M60 junction 18 and at the Pond 2 and Pond 5 locations. The locations of the main site and satellite compounds and haul roads are shown in Figure 2.4: Temporary Works of the Environmental Statement Figures (TR010064/APP/6.2) and the Works Plans (TR010064/APP/2.4), and summarised in Table 2.8 of Chapter 2, The Scheme of the Environmental Statement (TR010064/APP/6.1).
198	Q9	There needs to be early, clear signage on the outer lanes of M60 anticlockwise that these lanes are for the M66. Get In Lane signs need to be set up a considerable way in advance. Would a variable speed limit as a smart motorway extension be useful for managing traffic in the anticlockwise direction?	N	The Applicant will provide improved advanced direction signs along with new road markings advising which lanes motorists need to be in for their required destination. Further details on the position of the new gantries can be found on the General Arrangement Plans (TR010064/APP/2.2) and Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). The scope of the Scheme does not include upgrading any of the sections of traditional motorway to smart motorway. Any modification to the M60 junction 18 to junction 19 would create an inconsistency on the northbound / southbound mainline with neither the M66 junction 3 to junction 4 or M60 junction 19 to junction 20 operating as a smart motorway.
199	Q9	My home, garden, quality of life (including sleep) will be affected yet again by the major disruption to the traffic flow and works being undertaken. I am also concerned about the impact of this on my elderly fathers health.	N	The Applicant plans to submit the development consent application to the Secretary of State for Transport (via the Planning Inspectorate) in early 2024. If the development consent application is accepted for examination, it will be independently examined by an Examining Authority, appointed by the Secretary of State, who following the examination will make their recommendation to the Secretary of State on whether the application should be granted. Subject to successful grant of the application for development consent, construction is due to start at the end of 2025 with a circa three and a half year duration resulting in Scheme completion in early 2029, as outlined in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1). The current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan for implementation during construction, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction. The Applicant will develop a communications plan to ensure that the local community are kept informed of the Scheme's construction activities and appoint a community relations team. The Applicant will keep nearby residents informed of forthcoming works via Scheme webpage as well as through letter drops. Scheme updates may also be shared in newsletters, via the Applicant's north-west Twitter and Facebook accounts, text alerts and, in some situations, visits from the customer relations team. The community relations team will be available throughout the Scheme to discuss concerns around noise and other disruption which may affect residents.

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				Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.
200	Q9	You will be moving parts of the motoway closer to houses. I think you need to reconsider planting evergreen trees to help reduce noise and increase privacy	N	The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The use of shrubs or trees as a noise barrier has been shown to be effective only if the foliage is at least 10m deep, dense, and consistent for the full height of the vegetation. Alongside the M60 between junctions 17 and 18 there is not sufficient space to provide such quantity of vegetation. The Applicant will be replacing the vegetation along the embankment with native trees and shrubs with a higher proportion of lower growing shrubs including evergreens, which should provide better screening in the future. The environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting. Indicative species mixes are provided in Appendix N Outline Landscape and Ecology Management Plan of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Landscape and Ecology Management Plan will be developed into the Landscape and Ecology Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
202	Q9	At a time when people are worried about the cost of living and keeping our homes which we work hard for as a safe haven, you are planning to destroy the entire area and our quality of life. Please leave it alone.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18,

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				particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.
204	Q9	The distance between jct 17 and 18 is very short, joining the motorway at jct 17 and heading east on the M60 towards Simister island, you currently get to the end of the on slip and after approx 100 yards the off slip for the M66 commences, one of the current problems is the crossover of traffic in this short distance, - ie - traffic coming along the M60 and wanting to join the M66 or continue south along the M60 and traffic joining from Jct 17 heading east on the M62, this is currently a problem and increasing the carriage way to 5 lanes at this point is only going to make the situation worse, the current proposals do nothing to address this issue. Then travelling west along the M62 / M60 and exiting at Jct 17, at peak times the traffic already backs up down the slip road and onto the carriageway, again with the short distance between the two junctions you currently have traffic joining the M60 from Simister island wanting to go west along the M60 and traffic coming along the M60 wanting to exit at Jct 17 causing a crossover issue made worse with the standing traffic wanting to exit at jct 17. I did raise these concerns at one of the consultations with a member of the project team who acknowledged the issue and responded that it works well in the modeling? all very well and good but i	N	The Applicant confirms that the corridor between M60 junction 17 and junction 18 will require traffic movements to access the diverges on the M60 eastbound at M60 junction 18. These conflicts will not be significantly different to the existing conflicts in the current arrangement. A traffic signing and road marking design has been developed to ensure the M60 junction 18 eastbound diverge operates as safely as possible. In 2019 the M60 junction 17 – junction 18 link had a lower collision rate per billion miles than the national motorway average and it is anticipated that this safety record will continue after the Scheme is completed. The year 2019 has been used as a comparison year as it was after the conversion to controlled motorway had been completed and before the impacts of Covid Pandemic, which resulted in far fewer motorway journeys being taken and therefore was not wholly representative of demand. Further details can be found in the Transport Assessment (TR010064/APP/7.4). Traffic joining M60 eastbound at junction 17 wishing to access the M60 southbound will stay in the new lane 1 without merging with other lanes prior to the junction 18 diverge. Traffic joining the M60 eastbound at junction 17 and wishing to access M66 northbound would need to make one lane change movement. Traffic joining the M60 eastbound at junction 17 wishing to continue eastbound on M62 will still be required to make two lane change movements to access lane 3, which is a similar number of lane changing movements to the existing arrangement, considering that the current merge at junction 17 is a taper merge. Advanced directional signage and road markings will be provided to help motorists identify which lanes they need to be in. Further details can be found on the General Arrangement Plans (TR010064/APP/2.2). The westbound traffic transitioning from the M62 through junction 18 to the M60 westbound, simply needs to stay in lane 1, 2 or 3 through junction 18, these lanes, following the westbound merge from Junction 18, become lanes 3, 4 & 5 (due to the double lane gain). In order for the road user to exit at junction 17 they would need to make two lane change movements which is the same as the existing situation, this is due to the junction 17 westbound diverge being modified to a lane drop. Additionally, due to the capacity improvements on the M60 junction 17 to junction 18 link, there will be increased opportunity for vehicles to manoeuvre achieved through adding a fifth lane. Advance Direction Signs will be provided along with new road markings, including destination markings in lanes to

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		doubt very much that the modeling will take into account peoples driving styles / moods, priorities, ect both of these are issues now and the current proposals do nothing to address them, but potentially make them worse with increasing the carriage way to 5 lanes in each direction. The purpose of the scheme is to ensure free flow of traffic, reduce congestion and journey times, and make for a less stress full commute, although my feeling is the scheme is flawed without addressing these issues.		allow drivers to understand the new junction layout and to choose the correct lane for their required movement. These two methods combined will reduce the likelihood of late lane changes and driver confusion. The Applicant will also work closely with mapping companies and satellite navigation providers to ensure that links, lane suggestions and route guidance is introduced in a timely fashion in line with Scheme opening. The layout can be viewed in the General Arrangement Plans (TR010064/APP/2.2).
205	Q9	The work needs to be done,so get on	N	The Applicant plans to submit the development consent application to the Secretary of State for Transport (via the Planning Inspectorate) in early 2024. If the development consent application is accepted for examination, it will be independently examined by an Examining Authority, appointed by the Secretary of State, who following the examination will make their recommendation to the Secretary of State on whether the application should be granted. Subject to successful grant of the application for development consent, construction is due to start at the end of 2025 with a circa three and a half year duration resulting in Scheme completion in early 2029, as outlined in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1).
209	Q9	Ross Av and surrounding roads will be devastated. There is only 1 access into the estate. This should situated far from population centres ie east side of M66	Y	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
214	Q9	Pond 6 area is to be used both as a storage area and a site to deposit spoil. The impact on the current landscape will be significant. The noise and air quality will be detrimentally affected. Access to both sites requires use of single vehicle roads which are already in a poor condition, other routes are already available which are capable of carrying traffic in opposing directions; they are already carrying buses. This route could be chosen if the access to the site were changed; entering via Philips Park Road West.	Y	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
215	Q9	The permanent, negative impact on residents of Marston Close.	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).

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				Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). The worst-case location on Marston Close (R39 in Appendix 5.2 Air Quality Results (TR010064/APP/6.3)) does not have a significant change in air quality concentrations in either construction or operation.
216	Q9	How will you make sure I am safe crossing the roads near Mode Hill Lane with increased site traffic?	N	Mode Hill Lane has been included within the Order Limits as the Applicant needs to connect the main compound located opposite Mode Hill Lane to existing utilities. To complete the utility connections the Applicant will need to install temporary traffic management, the utilities companies have indicated that this will likely only require two-way traffic lights for a short duration, however this may be subject to as discussions with the utility companies are ongoing. Once the scope of work is fully understood in this area detailed consultation will be undertaken with affected residents. During the construction period, a detailed schedule and plan of work will be communicated with residents well in advance of works taking place, including working hours, durations, expected disruption and access implications. With regards to Mode Hill Lane, access will be required during the day for a short period of time. This will be planned with local residents and users of Mode Hill Lane to ensure minimum disruption. Accesses to properties neighbouring the Scheme will be a maintained throughout the construction and operation of the Scheme. During the operation of the main compound, access for all large construction vehicles will be via the strategic road network and the local road network would only be used occasionally for small work vans or in an emergency situation.
218	Q9	THERE IS NO WAY THAT THE PROPOSED WORKS WILL NOT AFFECT OUR PROPERTIES - ACCESS AND EGRESS - AIR QUALITY - DUST AND NOISE POLLUTION -DESTRUCTION OF EXISTING FOOTPATHS ETC	Y	The Applicant confirms that within Outline Traffic Management Plan (TR010064/APP/7.5) details the Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes where possible. The Outline Traffic Management Plan will be developed into the Traffic Management Plan for implementation during construction and secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is

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				considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1).
219	Q9	To consider m60/62 first before m66	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). Analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).

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220	Q9	Access via Mode Hill Lane for construction staff is impractical and will adversely affect residents, that road is already in a poor state and lots of extra traffic will make it considerably worse.	N	Mode Hill Lane has been included within the Schemes order limits (boundary) as the Applicant needs to connect the main compound located opposite Mode Hill Lane to existing utilities. To complete the utility connections the Applicant will need to install temporary traffic management, the utilities companies have indicated that this will likely only require two-way traffic lights for a short duration, however this may be subject to change as discussions with the utility companies are ongoing. Once the scope of work is fully understood in this area detailed consultation will be undertaken with affected residents. During the construction period, a detailed schedule and plan of work will be communicated with residents well in advance of works taking place, including working hours, durations, expected disruption and access implications. With regards to Mode Hill Lane, access will be required during the day for a short period of time. This will be planned with local residents and users of Mode Hill Lane to ensure minimum disruption. Accesses to properties neighbouring the Scheme will be a maintained throughout the construction and operation of the Scheme. During the operation of the main compound, access for all large construction vehicles will be via the strategic road network and the local road network would only be used occasionally for small work vans or in an emergency situation.
221	Q9	One of the proposed working and storage areas is in the field directly behind my home. Obviously this will impact on myself and my neighbours, especially when working on the free-flow lane, which will have to be done at night. I was assured at one of your events that traffic to and from the area would be accessed from the motorway and not up and down Simister Lane.	N	The Applicant confirms there will be construction activities on the Scheme, which require out-of-hours, weekend, or night-time work on certain points during the construction period. The Applicant will seek to minimise the construction activities undertaken during night-time closures; and will give residents and road users advance notice of the activities before they are carried out. The construction compound will be utilised for welfare, as well as the storage and transportation of construction materials, during night-time works. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the compound site directly from the M60/M62/M66 motorways without a need to use the local road network during night-time works. The local road network will need to be used for the early enabling works and the establishment of a work areas. Early enabling works would include works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology, and the installation of boundary fencing). The early enabling works, requiring access from the local roads, are intended to be completed on dayshift. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes where possible.
222	Q9	Always remember to make provisions for disabled motorists as you modify road access and make temporary modifications during construction works - they always require extra space and extra time.	N	The Applicant confirms the Scheme has been designed to the current National Highways' Design Manual for Roads and Bridges standards which considers all motorists, including those with disabilities. the Applicant has undertaken an equality impact assessment which considers the impacts of the Scheme on those with protected characteristics. Further details can be found in the Equality Impact Assessment (TR010064/APP/7.5) which accompanies the application for development consent.
223	Q9	Don't have long reduced speed limit zones like southbound from junction 26 on the M6. Keep the zones small	N	The Applicant confirms that the speed limits will remain as existing throughout the Scheme extents once constructions is complete. Mandatory variable speed limits will continue to be used on M60 junction 17 to junction 18 as part of the controlled motorways, these are used to smooth the flow of traffic and ease congestion. They are also used to manage emergencies on the Strategic Road Network. Further details can be found in Chapter 2, The Scheme of the Environmental Statement (TR010064/APP/6.1).
225	Q9	The Northern Loop is the only way to drive from the M60 coming from J 17 and it only consists of one lane. It should have two lanes as a lot of traffic goes that way especially in the morning rush. This loop also goes left of the link to the M66 north and there is a risk that vehicles using the loop will block this route even if it is very clearly signed "M66 only".	N	The Applicant confirms the northern loop will consist of two lanes to accommodate forecasted traffic flows in the design year, 2044. Further details are shown on the General Arrangement Plans (TR010064/APP/2.2). The Applicant confirms that traffic flows from the junction and current traffic model identifies that significant congestion is associated with the M60 eastbound to M60 southbound movement. This will be mitigated through the provision of the M60 eastbound to M60 southbound link via the Northern Loop. The M66 northbound exit is to the right of the M60 southbound exit is required to reduce the overall permanent land take and impact on private properties at that location. The provision of another link to the left of the new M60 eastbound to M60 southbound

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				link would significantly increase the footprint of the Scheme and require the acquisition of a number of private properties at the end of Brathay Close and Rothay Close as well as Cowl Gate Farm. As such, when this option was compared to retaining the existing link that takes M60 eastbound traffic directly to the junction 18 signalised junction, the Applicant considered that few benefits would be realised compared with the additional costs and overall value for money. For motorists joining at junction 17, who wish to access the M60 southbound, they will not need to move lanes as they can stay in the left most lane. M60 eastbound traffic, already on the M60 upstream of junction 17, will make two lane change movements to access the M60 southbound and one lane change to access the M66 northbound. A new traffic signing, and road marking design has been developed to ensure the Scheme operates as safely as possible. Advance Direction Signs will be provided along with new road markings, including destination markings in lanes to allow drivers to understand the new junction layout and to choose the correct lane for their required movement. These two methods combined will reduce the likelihood of late lane changes and driver confusion. The Applicant will also work closely with mapping companies and satellite navigation providers to ensure that links, lane suggestions and route guidance is introduced in a timely fashion in line with Scheme opening. The layout can be viewed in the General Arrangement Plans (TR010064/APP/2.2).
226	Q9	We have lived in this house [Anonymised] North Circle over 50 years, we have extended every room, looked after the garden and don't want any changes. We are both in our 50s and don't need changes.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
227	Q9	We need cheaper public transport than more cars on our packed motorways and main roads accessing and exiting them.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those

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				options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
228	Q9	Global lack of fuel, eventually no resources to run cars, left with roads and ruined the country for nothing. Total lack of respect for communities. A similar plan started 29 years ago, most of the houses were compulsory purchased, it all fell through and we were blighted. It is happening again.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives. The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds

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				as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
232	Q9	Do most of the work at night time.	N	The Applicant has developed the construction methodology in relation to the current design of the Scheme and the space available on the existing network. The length of the programme of approximately three and a half years is driven by the intention to retain the existing number of traffic lanes open on the M60 / M66 / M62 during construction, to minimise the impact of construction on traffic. Maintaining the existing number of lanes on the network will mean there is little available working space during the daytime, which means we will need to introduce nighttime closures on the M60 / M66 / M62. The traffic management strategy, which gives an overview of the phases and the required network closures during construction, can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan sets out the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes where possible. The Outline Traffic Management Plan (TR010064/APP/7.5) will be developed into the Traffic Management Plan for implementation during construction and secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1).
233	Q9	Traffic at the junction of Bury New Road and Trees estate (Chestnut Avenue) is already an issue. Construction traffic will make it worse impacting air quality & noise and should not use this route between 8-9:30am and 4:30-5:30pm weekdays. In addition, construction traffic will lead to an increase in mud & dirt being brought into the trees estate impacting air quality and local plant & wild life. As part of the construction plan regular cleaning on all, due to dirt transference, of the Trees Estate roads should be implemented.	Y	The Applicant confirms with regards to the junction at Bury New Road and the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
236	Q9	Living on Park Close on the Trees estate with a single means of entry. I fail to see how we can safely access the estate?	Y	The Applicant confirms with regards to Park Close and the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution

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				and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
238	Q9	After looking at the plans I cannot see how we will access out property as it seems the road used to get in and out of Park Close is going to have a provisional order on it.	N	The Applicant confirms with regards to Park Close and the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
240	Q9	You have to consider the people who live close and how we will be impacted.	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
241	Q9	Maintain regular contact with local residents.	N	The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
247	Q9	The works should improve the current facilities without building wider roads. Improve drainage if necessary and maintain the roads as they are. Drains are frequently not cleared on existing motorways which is often the cause of flooding. Just look after what we already have please.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that

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				network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Scheme design includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The ponds are also required for water treatment. A detailed assessment of water quality has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Appendix 13.2. Water Quality Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). The assessment specifically looks at the issues arising from routine runoff from the road surface during operation. The assessment of potential impacts uses the Highways England Water Risk Assessment Tool, as detailed in National Highways' Design Manual for Roads and Bridges LA 113. Highways England Water Risk Assessment Tool is a multi-step approach to assess the impacts of pollutants. Where impacts are identified recommendations to include Sustainable Drainage Systems have been incorporated into the design. Sustainable Drainage Systems (swales, attenuation ponds etc.) allow the water from the highway to be treated before being released. The results of the assessments suggest that all discharges from the Scheme are below the environmental quality standard thresholds for water quality.
248	Q9	People's livelihoods	N	The Applicant confirms the construction phase of the Scheme could bring potential employment opportunities for local communities. It is expected that there would be 230 construction staff on-site during the peak construction period of the Scheme. The bulk of construction work would be delivered by supply chain partners. It is not possible to predict with accuracy at this stage of the Scheme how many new jobs may be created, as construction plans continually evolve and so do market and employment conditions. However, Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has identified several socio-economics commitments, which include advertising permanent positions in local job centres, setting targets for spend through small and medium-sized enterprises, and offering apprenticeships and work placements in local schools and colleges.

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				These would have a positive impact on the local economy, as well as access to training and education, although the level of benefit is currently uncertain. The commitments are included in the Register of Environmental Actions and Commitments, contained within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) states that there would be a net increase in employment, training and education opportunities during construction, however given the size of the local labour force and relatively small scale of the construction works, the magnitude of impact is likely to be negligible as very few people are likely to benefit. The assessment in Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) concludes that there would be a slight positive (not significant) effect on employment opportunities (including training opportunities) during construction. Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) states that, during operation, there would be no change to the availability or accessibility of routes used by pedestrians and cyclists providing access to employment, services, facilities, and leisure. A small minority of communities would benefit from reduced congestion on the M60, M62 and M66 as a result of the Scheme, which would also be beneficial to some bus services that use the motorway network. Chapter 12 Population and Human Health of the Environmental Statement concludes that there would be a slight positive (not significant) effect on connections to employment, services, facilities, and leisure during operation.
251	Q9	Proper provision and meaningful to ensure any spoil is cleared of a highway immediate and the it is removed in order not to affect provisional property with regard.	N	A strategy will be in place prior to construction commencement which will address the management of soil and logistics around site; the details of which are included in the Outline Material Management Plan and Outline Soil Management Plan within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Soil Management Plan and Outline Materials Management Plan will be developed into the Soil Management Plan and Materials Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). No property will be impacted by the spoil arisings from construction. The Applicant will ensure that wheel cleaning measures are placed in offline sections of work to reduce the amount of mud from vehicle wheels on the strategic and local road network. Where possible, vehicles will be cleaned prior to leaving the work areas to minimise the chances of mud being tracked onto the carriageways and road sweepers will be available on site throughout construction to assist with the cleaning off paved surfaces.
253	Q9	Simister Lane is single file in four parts how on earth are the lorries going to access the sites from Simister Lane on to sites at parrenthorn or Eygpt Lane? Without total gridlock? Secondly, Egypt Lane is totally single file it is difficult for residents to pass cars, when walking dogs, or riding horses. You would need to close walking or riding access to residents for Egypt Lane in order for lorries to go down there. What alternatives have been put in place for recreational purposes for dog	N	The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use Egypt Lane or Simister Lane during the main construction programme. To establish a work area there will be the requirement for construction traffic to travel along Egypt Lane and Simister Lane, during early enabling works. Early enabling works may include ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology, and the installation of boundary fencing. During the early enabling works, it is anticipated that the routes will be used only by light duty vehicles with a trailer or cable percussion drilling rigs (transit length of approximately 3.6m). The cable percussion drilling rig is the largest of the equipment and has a transit length of approximately 3.6m and weight of approximately 2400kg. It is noted that both Egypt Lane provides access to the work area over a single

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		walkers? Horse riders etc if this is to be used as access to the sites for the construction phase? I was informed at the meeting by [anonymised] that you are hoping to access some of the sites from the motorway itself. Can the residents of Simister Villages get assurance that will happen? If Egypt Lane or Simister Lane is used at all as part of your construction plans, will highways England apply to close off Simister Lane at the fork road (meeting point of both dirt tracks to stop access in and out of Simister by none residents? to help alleviate some of the gridlock? What Bridge weight assessments have been undertaken for Egypt Lane bridge and Simister Lane Bridge? There are weight restrictions in place, has this been taken into account in the construction plan as I can't see this information?		lane bridge that has a has a 32-ton weight limit and signs indicating a maximum capacity of one vehicle. The 32-ton weight limit will not be exceeded during any of the pre-commencement works. No heavy-duty vehicles will use Simister Lane/Egypt Lane. This is reserved for light duty vehicles only during early enabling works phase. The Applicant has no plans to close off or alter any of the local road network, including Simister Lane. The proposed use of Simister Lane and Egypt Lane is reserved for a low level of light duty vehicles for the shortened period of enabling works only. Consequently, no impact is envisaged to the capacity or congestion levels on the Simister Lane.
254	Q9	The danger to children and damage to houses and roads on the Trees Estate.	Y	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
256	Q9	Going forward - three years construction from a start date of November 2025 is a lengthy period for communities and the local environment.	N	The Applicant plans to submit the development consent application to the Secretary of State for Transport (via the Planning Inspectorate) in early 2024. If the development consent application is accepted for examination, it will be independently examined by an Examining Authority, appointed by the Secretary of State, who following the examination will make their recommendation to the Secretary of State on whether the application should be granted. Subject to successful grant of the application for development consent, construction is due to start at the end of 2025 with a circa three-and-a-half-year duration resulting in Scheme completion in early 2029, as outlined in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1). The Applicant has developed the construction methodology in relation to the current design of the Scheme and the space available on the existing network. The current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. The length of the programme is driven by the intention to retain the existing number of traffic lanes open on the M60 / M66 / M62 during construction, to minimise the impact of construction on traffic. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The traffic management strategy, which gives an overview of the phases, can be found in the Outline Traffic Management Plan (TR010064/APP/7.5).

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				The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction.
258	Q9	Are you going to use Eygpt Lane to transport staff and materials, as I maintain from top of Eygpt Lane to Bridle!	N	The Applicant has developed the construction methodology in relation to the current design of the Scheme and the space available on the existing network. Egypt Lane is to be used in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology, and the installation of boundary fencing. This will include access / use by light vehicles and vans. Following this, the Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road once the enabling works are complete. Long term, as shown on the Land Plans (TR010064/APP/2.3), the Applicant is seeking permanent rights (coloured blue on the Land Plans) to be able to use Egypt Lane once the Scheme is operational to enable maintenance of the new infrastructure constructed to the northeast of Simister Island junction.
259	Q9	From enquiries I have made thus far, the whole area I live in will be transformed into a building sire that will almost completely surround my home, where I have lived in peace for over 20 years.	N	The Applicant confirms the current construction programme is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users where possible. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed further into a Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific measures to be implemented during construction. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to

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				be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
260	Q9	What are you going to do to protect residents during works, dirt, noise, pollution, light pollution, privacy from work force and road users. A noise barrier would help along with A/C during hot periods.	N	The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. Where existing motorway barriers need to be removed temporarily to facilitate construction works, temporary screens will be erected to maintain privacy for residents from the work force and road users. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there

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				is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant confirms that due to the junction layout and the short distances between junctions on the M60 all sections of the Scheme will either remain lit or will be provided with new lighting in accordance with National Highways' Design Manual for Roads and Bridges standards and specified to mitigate, as far as practicable, light spill from the carriageway. This will include installation of "hoods" on the lights where necessary. An assessment of the visual effects from street lighting and from car headlights are addressed as part of the visual impact assessment in Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant is unable to install air conditioning as part of the Scheme however, the Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
262	Q9	Regarding access to Pond 6 - access should NOT be via Chestnut Avenue and residential streets. I understand a temporary access road both on and off the motorway network is being considered which would be far less disruptive.	Y	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).

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264	Q9	Think of minimising the effects of construction on residents living close to proposed works. In particular residents either side of the M60 J17 to J18 and those in Sinister village.	N	The Applicant has set out the Outline Traffic Management Plan (TR010064/APP/7.5) which details the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network, specifically Simister Lane and Egypt Lane for access to the north east quadrant (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes where possible.
266	Q9	Good advance warning of construction and lane closures.	N	The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
267	Q9	The most important thing is to get on with it	N	The Applicant plans to submit the development consent application to the Secretary of State for Transport (via the Planning Inspectorate) in early 2024. If the development consent application is accepted for examination, it will be independently examined by an Examining Authority, appointed by the Secretary of State, who following the examination will make their recommendation to the Secretary of State on whether the application should be granted. Subject to successful grant of the application for development consent, construction is due to start at the end of 2025 with a circa three-and-a-half-year duration resulting in Scheme completion in early 2029, as outlined in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1). The current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction.
272	Q9	My employment prior to retiring was as a Construction Design and Management Coordinator. Compliance with the CDM regulations are the basic requirement for this purpose.	N	The Applicant can confirm that Construction (Design and Management) Regulations 2015 will be complied with throughout the design and construction of the Scheme. More information about Construction (Design and Management) Regulations 2015 can be found at https://www.hse.gov.uk/construction/cdm/2015/index.htm.

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274	Q9	We have already suffered the devaluation of our homes several years ago when the Highways Agency was proposing to widen the M60, by them compulsorily purchasing several properties on Beech Avenue and Phillips Park Road, and then changing their minds. It has taken some considerable time for the values of our homes to get back to the national average, and we certainly do not want this to happen a second time destroying our cul de sac neighbourhood and affecting our physical and mental health with the worry and aggravation of it all. The alternative route should be considered as more suitable.		The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
276	Q9	I am happy with the range of issues considered. This plan needs the full wholehearted support of the government of the day at local, regional and national level in order to be achieved at minimum cost - money and disruption to traffic in construction as well as to those who will live in close proximity to the construction works.	N	The Applicant confirms the Scheme was originally announced in the Government's Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Funding Statement (TR010064/APP/4.2) sets out the estimated budget required to deliver the Scheme and the commitments from Government and National Highways to fund the Scheme, in line with the Road Investment Strategy.
277	Q9	The plans really do need to consider alternative that aim to reduce traffic not increase traffic infrastructure	N	The Applicant confirms the Scheme was originally announced in the Government's Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting

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				Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
281	Q9	Shortest times possible for deliverance with closures for longer if required like the m6 junction 19 remodel to get key elements competed at pace.	N	The Applicant plans to submit the development consent application to the Secretary of State for Transport (via the Planning Inspectorate) in early 2024. If the development consent application is accepted for examination, it will be independently examined by an Examining Authority, appointed by the Secretary of State, who following the examination will make their recommendation to the Secretary of State on whether the application should be granted. Subject to successful grant of the application for development consent, construction is due to start at the end of 2025 with a circa three and a half year duration resulting in Scheme completion in early 2029, as outlined in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1). The current construction programme of approximately three and half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. Further details can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan for implementation during construction and secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1).
284	Q9	I just don't want my journeys to be slowed down for the next 2+ years due to huge road changes	N	The Applicant plans to submit the development consent application to the Secretary of State for Transport (via the Planning Inspectorate) in early 2024. If the development consent application is accepted for examination, it will be independently examined by an Examining Authority, appointed by the Secretary of State, who following the examination will make their recommendation to the Secretary of State on whether the application should be granted. Subject to successful grant of the application for development consent, construction is due to start at the end of 2025 with a circa three and a half year duration resulting in Scheme completion in early 2029, as outlined in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1). The current construction programme of approximately three and half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction.
285	Q9	Will we be receiving a financial compensation package in the event the POND 6 development and our wishes are ignored ?	N	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to

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				enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
286	Q9	Please consider if this is even necessary - how can you realistically justify spending hundreds of millions of pounds of public money for one road. It's totally irresponsible and I don't think it is a good use of money.	N	The Applicant confirms the Scheme was originally announced in the Government's Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
287	Q9	Rethink the access area required near Balmoral Avenue and visit the site yourself to see the limited access	N	The Applicant has included Balmoral Avenue within the Scheme Order Limits as there may be works required to utilities. The Applicant understands utility works will be undertaken whilst maintaining access to properties, however, there may be short periods where vehicle access is restricted. If vehicle access is restricted, this would be communicated well in advance to residents and would be of short-term duration. It should be noted that the scope of these works may change depending on design developments and further site investigation into the exact location of existing utilities. The Applicant is still in the process of defining the scope of works required within these areas and once this is fully understood residents will be consulted. A detailed schedule and plan of work will be communicated with residents well in advance of works taking place to ensure residents understand the working hours, durations, expected disruption and access implications.
289	Q9	Look elsewhere as there are more urgent work that needs to be carried by the highway agency and spend the money more wisely	N	The Applicant confirms the Scheme was originally announced in the Government's Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation

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				Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
290	Q9	How long is the construction period? How much worse is traffic going to be throughout this period? If the PRoW is moving, is this going to made into a proper walkway and maintained?	N	The Applicant plans to submit the development consent application to the Secretary of State for Transport (via the Planning Inspectorate) in early 2024. If the development consent application is accepted for examination, it will be independently examined by an Examining Authority, appointed by the Secretary of State, who following the examination will make their recommendation to the Secretary of State on whether the application should be granted. Subject to successful grant of the application for development consent, construction is due to start at the end of 2025 with a circa three and a half year duration resulting in Scheme completion in early 2029, as outlined in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1). The current construction programme of approximately three and half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction. The Outline Traffic Management Plan (TR010064/APP/7.5) details the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes where possible. The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where

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				there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1).
293	Q9	This will significantly affect my family's quality of life, health and well-being and I oppose this proposal.	N	The Applicant sets out in Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) the assessment the effect of the Scheme on health (including mental health) and wellbeing following National Highways'' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.
294	Q9	Whether there really is a need to extend the motorway to this extent when the funding could be better used for improving other types of transport link across the north west.	N	The Applicant confirms the Scheme was originally announced in the Government's Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18,

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				particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
295	Q9	fix M60 junction 12 not 19 there is much more congestion there	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). In line with the Road Investment Strategy announcements improvements to other areas of the M60, such as junction 12, are not within the scope of the Scheme. The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).

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298	Q9	Egypt lane is a fragile, single track road which is under private ownership. There are no passing places and the bridge over the M62 is blind. Increased traffic from the construction phase will endanger other road users and construction traffic will damage the road surface. No commitments have been made by National Highways to ensure any wear or damage to the road is repaired, or how the construction traffic will be managed.	N	The Applicant has developed the construction methodology in relation to the current design of the Scheme and the space available on the existing network. The length of the construction programme, which will be approximately three and half years, is driven by the intention to retain the existing number of traffic lanes open on the M60 / M66 / M62 during construction, to minimise the impact of construction on traffic. Maintaining the existing number of lanes on the network will mean there is little available working space during the daytime, which means we will need to introduce night-time closures on the M60 / M66 / M62. The traffic management strategy, which gives an overview of the phases and the required network closures during construction, can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan details the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes. Where temporary construction access is required via Egypt Lane, a pre-condition survey will be undertaken of the existing state of the track with regular monitoring throughout its use. Any damage caused to Egypt Lane due to the use by construction vehicles will be rectified and reinstated to the pre-existing condition. Construction traffic using Egypt Lane to access site for the early enabling works will be limited to a light duty vehicles only to limit the risk of damage. The Outline Traffic Management Plan (TR010064/APP/7.5) will be developed into the Traffic Management Plan for implementation during construction and secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1).
299	Q9	The temporary use of land on Kenilworth Avenue would create more traffic should there be any diversions (as advised over the phone) - on top of more noise due to construction, I have concerns about the street becoming twice as busy, possibly more during peak times.	N	The Applicant has developed the construction methodology in relation to the current design of the Scheme and the space available on the existing network. The length of the programme is driven by the intention to retain the existing number of traffic lanes open on the M60 / M66 / M62 during construction, to minimise the impact of construction on traffic. Maintaining the existing number of lanes on the network will mean there is little available working space during the daytime, which means we will need to introduce night-time closures on the M60 / M66 / M62. The traffic management strategy, which gives an overview of the phases and the required network closures during construction, can be found in the Outline Construction Traffic Management Plan (TR010064/APP/7.5). Detailed in the Outline Construction Traffic Management Plan (TR010064/APP/7.5) are the proposed diversion routes during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes. With regards to Kenilworth Avenue, temporary possession is required along the road to allow for diversionary

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				works to statutory utilities. This will not increase the levels of traffic using Kenilworth Avenue; however, it may require some temporary traffic management to facilitate works to be carried out. Kenilworth Avenue is not proposed as a diversion route for traffic and so existing traffic levels will not change as a result of the Scheme. The temporary land (coloured green) required to deliver these works can be found on the Land Plans (TR010064/APP/2.3).
300	Q9	Consider future and emerging planning designations associated with currently undeveloped land, in order to ensure that there is no unecesasry blight / impact on future development projects.	N	The Applicant acknowledges the request to consider future development sites, specifically 'Places for Everyone'. The modelling of the Scheme does consider future developments and future traffic growths. The modelling of the Scheme traffic model is based on Department for Transport guidance, only includes development sites that are 'Near Certain' and 'More Than Likely'. In areas where there are no future planned developments, background traffic growth predictions provided by the DfT have been used. The modelling excludes development sites where the classification is either 'Reasonably Foreseeable' (i.e., the outcome may happen) or 'Hypothetical' (i.e., there is considerable uncertainty whether the outcome will ever happen). As an example, the details of the Places for Everyone plan, and the associated sites (which include the Northern Gateway sites) are still under development. These development sites / areas are therefore omitted from the modelling and are not reported in the Transport Assessment (TR010064/APP/7.4). Currently the classification for Places for Everyone is 'Hypothetical' (i.e., considerable uncertainty whether the outcome will ever happen). The Applicant is monitoring the progress of Places for Everyone through the planning process, and if the classification of the Places for Everyone plan changes to 'Near Certain' or 'More Than Likely' then these sites can be included in any future modelling.
301	Q9	Sound analysis should be made during normal traffic situations, not during lockdown. There should be a physical 3D and interactive VR model of the proposed work so residents can accurately experience what the changes will look/feel/sound like. There are no definite plans for sound barriers, what they will look like, what materials would be used. Sound reducing tarmac should have been included as a basic requirement for all areas within sight of the motorway.	N	The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. As the installation of low noise road surface with better performance than a conventional low noise road surface will reduce road traffic noise levels additional mitigation, such as noise barriers, are not also considered. An interactive model is not available however a series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044) to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the Environmental Statement Appendices (TR010064/APP/6.3).
302	Q9	Egypt lane is a fragile, single track road which is under private ownership. There are no passing places and the bridge over the M62 is blind. Increased traffic from the construction phase will endanger other road users and construction traffic will damage the road surface.	N	The Applicant has developed the Outline Traffic Management Plan diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network, including Egypt Lane (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil

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		No commitments have been made by National Highways to ensure any wear or damage to the road is repaired, or how the construction traffic will be managed.		resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes. Where temporary construction access is required via Egypt Lane, a pre-condition survey will be undertaken of the existing state of the track with regular monitoring throughout its use. Any damage caused to Egypt Lane due to the use by construction vehicles will be rectified and reinstated to the pre-existing condition. Construction traffic using Egypt Lane to access site for the early enabling works will be limited to a light duty vehicles only to limit the risk of damage. The Outline Traffic Management Plan (TR010064/APP/6.4) will be developed into the Traffic Management Plan for implementation during construction and secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1).
305	Q9	I believe that barrier fencing would improve substantially the quality of life for all in the village with a minimal cost change to the project.	N	The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. As the installation of low noise road surface with better performance than a conventional low noise road surface will reduce road traffic noise levels additional mitigation, such as noise barriers, are not also considered.
306	Q9	Worried about noise and we would like a single point of contact we can speak to if we have concerns during construction please.	N	The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the

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				First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
307	Q9	I feel that barrier fencing and noise reducing tarmac will help considerably and improve the quality of life for all in Simister.	N	The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. As the installation of low noise road surface with better performance than a conventional low noise road surface will reduce road traffic noise levels additional mitigation, such as noise barriers, are not also considered.
310	Q9	Our street sees a lot of families and dog walkers. I feel wagons and machinery will be very dangerous and noisy and cause the street to become blocked and dirty.	N	The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design

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				Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e. an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e. some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant will ensure that wheel cleaning measures are placed in offline sections of work to reduce the amount of mud from vehicle wheels on the strategic and local road network. Where possible, vehicles will be cleaned prior to leaving the work areas to minimise the chances of mud being tracked onto the carriageways and road sweepers will be available on site throughout construction to assist with the cleaning off paved surfaces.
312	Q9	For me it is important to remember that although contruction may take some time, it is ultimately temporary so while reasonable measures to mitigate any negative impact of working and storage areas is worthwhile, it should not be at the expense of the overall efficiency of the construction project.	N	The Applicant plans to submit the development consent application to the Secretary of State for Transport (via the Planning Inspectorate) in early 2024. If the development consent application is accepted for examination, it will be independently examined by an Examining Authority, appointed by the Secretary of State, who following the examination will make their recommendation to the Secretary of State on whether the application should be granted. Subject to successful grant of the application for development consent, construction is due to start at the end of 2025 with a circa three and a half year duration resulting in Scheme completion in early 2029, as outlined in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1). The Applicant has developed the construction methodology in relation to the current design of the scheme and the space available on the existing network. The length of the programme is driven by the intention to retain the existing number of traffic lanes open on the M60 / M66 / M62 during construction, to minimise the impact of construction on traffic. Maintaining the existing number of lanes on the network will mean there is little available working space during the daytime, which means we will need to introduce night time closures on the M60 / M66 / M62. The traffic management strategy, which gives an overview of the phases and the required network closures during construction, can be found in the Outline Construction Traffic Management Plan (TR010064/APP/7.5). Detailed in the Outline Construction Traffic Management Plan (TR010064/APP/7.5) are the proposed diversion routes during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes.
315	Q9	There are over 100 horses currently residing in the village, with riders of all ages (including very young children). Horse riders in this area already have	N	The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North,

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		limited off road riding and have no other option than using the main roads to access off road riding. The association is very concerned that the increase in traffic, coming and going of large construction vehicles and increase noise/ disruption will be putting the horse riders based in the village at risk, we don't feel this has been mitigated at all. At no point has the project team been in contact with this association or any stable yards that would be impacted by this, we are now aware there have been virtual hearings for WCH groups but unfortunately this group was not informed and we have been told that no further discussions will be held. What steps were taken to ensure that groups such as ours were fully informed of the situation?		parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). The Applicant distributed over 10,000 consultation brochures, response forms, FAQs and postcards providing information about the Scheme to the community on 10 February 2023 to ensure delivery on or before the start of the consultation on 15 February 2023. This included local residents, businesses, and special interest groups. The Applicant can confirm that the whole of Simister Village was included within this distribution. In addition, notices were published in The Bury Times on 2 and 9 February and the Jewish Telegraph on 3 and 10 February to publicise the consultation. Further details are available in the Consultation Report (TR010064/APP/5.1). The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and nighttime working during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design

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				Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e. an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e. some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant will ensure that wheel cleaning measures are placed in offline sections of work to reduce the amount of mud from vehicle wheels on the strategic and local road network. Where possible, vehicles will be cleaned prior to leaving the work areas to minimise the chances of mud being tracked onto the carriageways and road sweepers will be available on site throughout construction to assist with the cleaning off paved surfaces. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). During the consultation period, the Applicant held two forums for Walking, Cycling and Horse-riding groups. The British Horse Society were invited to both of these but did not attend.
317	Q9	Please do not use the only road onto the Trees Estate for transport or to get to the Pond. We only have one way in and out of the estate and it's already busy. Please build the pond 6 elsewhere and leave the environment as it is	Y	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate for the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
318	Q9	There are lots of horses currently residing in the village, with riders of all ages (including very young children) using this roads and rights of way, not to mention numerous walkers and cyclists. A lot of the public rights of way I currently use are going to be affected, I walk/ ride these routes regularly to help	N	The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting

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		maintain my health and wellbeing, should these be closed or obstructed it would have significant impact on me and others who do the same. I feel the amount of area sign posted for this project is excesses and plans should be looked at to try and reduce the amount of greenbelt land wasted on this project.		Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally. During the consultation period, the Applicant held two forums for Walking, Cycling and Horse-riding groups. Invitees included Walk Ride Prestwich and Whitefield, the British Horse Society, the Ramblers Association and Bury's Public Rights of Way Officer.
320	Q9	Time-staged funds to be made available in years post construction, delivered via locally accountable group, to be paid to needs of locals when construction has ended yet directly conclusive negative effects remain.	N	The Applicant confirms that funding is provided to construct the Scheme and to mitigate any impacts as a result. Funding is not provided to deliver time-staged funds in the years following construction to address any conclusive negative effects which might remain. However, the Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
321	Q9	I ride my horse regularly over Egypt Lane bridge I am concerned about the increased traffic that will use this road/bridge. I am not aware of what precautions/measures will be put in place to make sure I do not meet a large vehicle coming over the bridge. I have horses on Egypt Lane which I attend to every day accompanied by my young son. I am concerned about the increase of traffic using this lane, right next to the field my son plays in.	N	The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed

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		I am concerned about the safety of myself and fellow horse riders (I have encountered several cars passing too close to the horse I was riding due to the narrowness of Simister Lane) and feel the increase in traffic because of the construction will make it more dangerous. The horse riders of the village have no option but to ride on the roads to access the only official bridleway which is down Bridle road, off Heywood Road. I hope your drivers are aware of the Highway Code for passing horses which is giving them a safe distance of 2 metres and no more than 10 miles per hour, because a lot of people using Simister Lane are not.		design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use Egypt Lane or Simister Lane during the main construction programme. To establish a work area there will be the requirement for construction traffic to travel along Egypt Lane and Simister Lane, during early enabling works. Early enabling works may include ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology, and the installation of boundary fencing. During the early enabling works, it is anticipated that the routes will be used only by light duty vehicles with a trailer or cable percussion drilling rigs (transit length of approximately 3.6m). The cable percussion drilling rig is the largest of the equipment and has a transit length of approximately 3.6m and weight of approximately 2400kg. It is noted that both Egypt Lane provides access to the work area over a single lane bridge that has a has a 32-ton weight limit and signs indicating a maximum capacity of one vehicle. The 32-ton weight limit will not be exceeded during any of the pre-commencement works. No heavy-duty vehicles will use Simister Lane/Egypt Lane. This is reserved for light duty vehicles only during early enabling works phase. The Applicant has no plans to close off or alter any of the local road network, including Simister Lane. The proposed use of Simister Lane and Egypt Lane is reserved for a low level of light duty vehicles for the shortened period of enabling works only. Consequently, no impact is envisaged to the capacity or congestion levels on the Simister Lane.
322	Q9	Please consider any measures that can be taken to improve active travel ariund the affected- walking and cycling between local communities. An example would be a bridge to connect Sunnybank and Unsworth to Simmister and Middleton. The existing tunnel is a deterrent to this because of its condition. This would contribute to the government's aim of improving active travel to promote health and wellbeing, reduce pollution and local congestion.	N	The Applicant confirms that the provision of a walking/cycling bridge to reconnect Sunnybank and Unsworth to Simister and Middleton is not within the scope of the Scheme. The Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. It is not within the scope of the Scheme to upgrade the status of any of the public rights of way, or permissive footpaths, including those being diverted. The local authority, Bury Metropolitan Borough Council, are responsible for upgrading and maintaining public rights of way. The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems

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				and meet the Scheme objectives. The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.
325	Q9	pls see previous sections re york stone wall, pond,	Y	In relation to the York stone wall, it is not clear from the response what stretch of stone wall parallel to the motorway is being referred to. No impacts to historic stone walls have been identified in the assessment. However, the Applicant believes this refers to the Trees Estate, and the location of Pond 6. Pond 6 has been removed from the Scheme design and, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution; the removal of any boundary walls and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report (TR010065/APP/5.1).
327	Q9	in my opinion the proposals will not resolve the problem of traffic congestion, as a simister resident i	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive*

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		walk over the motor way bridge on the simister lane in the morning and again in the evening the traffic is always queuing to get on to the m60 to go towards swinton. the traffic is queued every day from this point and goes all the way down to worsley / m61 turnoff. this was discussed at the parrenthorn meeting where we asked on of the staff to actually stand on the motorway bridge to see for themselves, this did not happen.		*improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). In line with the Road Investment Strategy announcements improvements to other areas of the M60 are not within the scope of the Scheme. The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
328	Q9	DON'T DO IT!	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for

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				the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
329	Q9	Stay off my land	N	The Applicant confirms with regards to land use, the permanent (coloured pink) and temporary (coloured green) land use required for the Scheme is illustrated on the Land Plans (TR010064/APP/2.3). The land requirements are optimised as far as possible in line with the overall new infrastructure required and environmental mitigation needed such as landscape planting and provision of new drainage ponds. However, the Applicant will continue to develop the design and will where possible refine the permanent land use even further. The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
332	Q9	It really is unfair to expect residents to accept this level of disruption for a maximum of four years. It will effect all aspects of daily lives.	N	The Applicant plans to submit the development consent application to the Secretary of State for Transport (via the Planning Inspectorate) in early 2024. If the development consent application is accepted for examination, it will be independently examined by an Examining Authority, appointed by the Secretary of State, who following the examination will make their recommendation to the Secretary of State on whether the application should be granted. Subject to successful grant of the application for development consent, construction is due to start at the end of 2025 with a circa three and a half year duration resulting in Scheme completion in early 2029, as outlined in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1). The current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction. The Outline Traffic Management Plan (TR010064/APP/7.5) details the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes where possible.

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333	Q9	Main concern is displacement of traffic from M60, M66 and M62 during construction phases (3 yrs) in particular increase in traffic of all types on Pilsworth Road, Croft Lane, Hollins Lane and Hollins Brow.		The Applicant confirms the current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed r into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction. The Outline Traffic Management Plan (TR010064/APP/7.5) details the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes where possible.
334	Q9	There are approximately 150 horses, owned and ridden in Simister. They and their riders are already in peril from the speed of traffic in the village, so image them during the construction phase with heavy machinery going along Simister Lane and adjoining roads such as Eygpt Lane.	N	The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network, including Egypt Lane. However, in the early enabling works phase the local road network will be utilised for the establishment of the above accesses and egresses as well as a work area. This will minimise the impact to the local road network and horse riding routes in the vicinity of Simister. The Applicant is unable to provide any additional off-road routes for horses. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes.
335	Q9	Don't do it!	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic

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				extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
337	Q9	Having lived in Simister Village since 1997 (Simister Green) we have had constant work being undertaken on the motorways. To the extent that we can hear the conversations taking place with the workers. This has had phyiscal & mental implications to all members of the family due to noise, vibrations on our property, residue from the motorway, traffic standing with exhaust fumes pouring over our home./ village, dust etc... More works will damage us even further.	N	The Applicant confirms Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally. The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road

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				Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
340	Q9	Looking at the maps, it appears that you want to use Chestnut Ave/Oak Ave/Ross Ave to access temp storage areas. If so, what is being done to mitigate the effects of access etc on residents. Oak Ave is a nightmare to get through at the best of times - has	Y	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to

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		thought been given to alternative parking for those residents - or enforcement of safe parking? (i.e. park on driveway instead in the road, ensure safe pedestrian access, mobility scooters, prams etc). Good luck trying to get lorries through there - it would be easy to block their access if it becomes too onerous or disruptive.		enter and leave the estate for the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
341	Q9	If you follow all that you have outlined, the project should be satisfactory.	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
343	Q9	Seddon await to see the detail contained within the Environmental Statement to comment on whether the proposals will minimise the impact of construction. Seddon is concerned that its site has been selected as the Main Compound for the whole development. The scale of the proposed land take, whilst acknowledged as in part temporary, will significantly affect Seddon's ability to deliver housing on the site. Similarly, the construction period is of concern to Seddon. Demobilisation is not until 2028 (assuming no project delays). This places a significant delay for Seddon before which it could consider building houses on the site. Seddon request further discussion with National Highways to understand the exact programme for the use of the site compound.	N	The Applicant plans to submit the development consent application to the Secretary of State for Transport (via the Planning Inspectorate) in early 2024. If the development consent application is accepted for examination, it will be independently examined by an Examining Authority, appointed by the Secretary of State, who following the examination will make their recommendation to the Secretary of State on whether the application should be granted. Subject to successful grant of the application for development consent, construction is due to start at the end of 2025 with a circa three and a half year duration resulting in Scheme completion in early 2029, as outlined in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1). The current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. A main site compound will be required throughout the duration of the Scheme to ensure a base for site staff and the work force and to provide essential facilities for the delivery of the Scheme. This compound will therefore not be demobilised until full completion of the Scheme. The location of the compound has been selected based on varying criteria, with the current location being selected as the optimum position for efficient delivery of the Scheme. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific measures to be implemented during construction.
344	Q9	As all ready stated please consider the public foot paths and bridleways that we will lose are re mapped or diverted around your plans. I also ask that the areas you are going to develop	N	The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the

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		into new paths and areas for people to enjoy on bike or foot are also upgraded to bridleways. I think this is a great opportunity to really develop this area in the right way by including all types of people and hobbies that they can enjoy this area and do so safely.		construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). It is not within the scope of the Scheme to upgrade any of the public rights of way, or permissive footpaths, including those being diverted. The local authority, Bury Metropolitan Borough Council, are responsible for upgrading and maintaining public rights of way.
347	Q9	Spiralling costs.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. The Scheme design and construction strategy will be developed and assured over a series of stages alongside detailed assessment of key risks and opportunities. Planning for construction will be undertaken alongside the development of the design to ensure maximum preparedness and efficient delivery of the scheme on site. The Applicant will develop and implement a construction programme which minimises disruption to road users and the local community whilst maximising productivity and controlling costs. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1).
350	Q9	Speed restrictions. Lane closures.	N	The Applicant has developed the construction methodology in relation to the current design of the Scheme and the space available on the existing network. The length of the programme of approximately three and a half years is driven by the intention to retain the existing number of traffic lanes open on the M60 / M66 / M62 during construction, to minimise the impact of construction on traffic. Maintaining the existing number of lanes on the network will mean there is very little available working space during the daytime, which means we will need to introduce night-time closures on the M60 / M66 / M62. This will be mostly in the form of nighttime lane closures whilst maintaining traffic in a reduced number of lanes during off-peak hours so as to minimise the use of diversion routes. In some cases there may be a need to implement full carriageway closures due to the nature of the work and to ensure safety of the workforce and road users. To ensure the safety of road users and the works force, speed restrictions will be in place from when the works commence until full Scheme completion. The speed restrictions during construction of the proposed Scheme would be designed to be no lower than those required to maintain safety for both road workers and road users. The Scheme would consider using Highest Safest Speed where practical to keep traffic flowing as freely as possible while maintaining the safety of construction workers and public road users. This is to align with the Applicant's ambitions to continue improving the customer journey experience when travelling on the Strategic Road Network.

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				The traffic management strategy, which gives an overview of the phases and the required network closures during construction, can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Construction Traffic Management Plan (TR010064/APP/7.5) sets out the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes. The Outline Traffic Management Plan (TR010064/APP/7.5) will be developed into the Traffic Management Plan for implementation during construction and secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1).
351	Q9	You will never 'fix' the Simister island issue with tinkering. As soon as the Whitefield bypass proposal was abandoned that section of road was doomed. Mixing the throughput of the M62, probably Britain's busiest motorway at that time.. with the output from the orbital motorway for Britain's second city chaos was simple to forecast. A proposal of the scale of the Whitefield bypass routing the M62 traffic away is the only sensible solution.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). Improvements to other areas of the M60, such as those mentioned, are not within the scope of the Scheme. The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
352	Q9	I am concerned about how pond 6 will be accessed during construction. Temp purchased land will be outside my house and I am concerned about safety and accessing the estate. The roads on the Trees	Y	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for

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		estate are already in a state of disrepair in places, these will be damaged further. This is a busy estate with many children and pets and I am concerned that accessing the location for pond 6 is not safe via the Trees Estate. Can a different access point be found?		construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
353	Q9	Regarding the work compound near our property sub section 12.5.1 of the EIR makes the following statement 'The Environmental Statement will be updated with any changes to the construction programme once finalised. The construction of the updated scheme may need more night-time working, but the conclusions for the construction phase in terms of the location of adverse impacts are likely to be similar'. Notwithstanding this statement please can we be included within future discussions to changes to the construction programme and working times. Also will there be adequate prior notifications and compensation for any future disruptions.	N	The Applicant confirms the current programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction. The Outline Traffic Management Plan (TR010064/APP/7.5) details the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes where possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
356	Q9	Speaking to some of the landowners you have had discussions with. I am not confident enough will be done to control the impact of the construction.	N	The Applicant confirms that the current programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the

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				construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction. The Outline Traffic Management Plan (TR010064/APP/7.5) details the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes where possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
357	Q9	We do not know as you are asking us to comment on your proposals that we have no experience of whether your proposals will work or not.	N	The Applicant confirms that as the Scheme is defined as a Nationally Significant Infrastructure Project under the Planning Act 2008 the Applicant is required to consult on the design of the Scheme with those living close to and directly impacted by the Scheme as well as a wide range prescribed consultees, before an application for development consent is made. Further details can be found in the Consultation Report (TR010064/APP/6.5).
358	Q9	I would want to know the working hours and how resident will be impacted at the pond near Whitefield golf club.	Y	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
359	Q9	A dedicated bus lane.	N	The Applicant confirms a dedicated bus lane would not be appropriate for the Scheme as all lanes are required to meet demand. The Transport Assessment (TR010064/APP/7.4) sets out how we developed our traffic models to reflect the baseline traffic conditions as they were in 2018 and then how the 2018 model was used to forecast future conditions. The 2018 baseline traffic model was developed using various different data sources which includes traffic data (some of which was extracted from WebTRIS which provides traffic flow and journey time data

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				accessible through the National Highways website), anonymous mobile phone data to understand travel patterns, digital maps, and Department for Transport guidance. Using the 2018 baseline data, future forecast scenarios were developed as discussed in the Transport Assessment (TR010064/APP/7.4). The report includes details of model scenarios, modelled future years, local developments and how we predicted the future growth. The future year traffic growth was taken from Department for Transport's National Trip End Model Forecasts and the government's projection of future traffic, the National Road Traffic Projections (2022). Therefore, any increases in traffic due to either local developments or natural background growth will have been accounted in the modelling through the Department for Transport's traffic growth predictions. As per Department for Transport, Transport Analysis Guidance, modelling work has been undertaken to understand how the Scheme is likely to perform using Department for Transport's traffic forecasts. Three future year traffic models were developed which were also used to undertake the economic and environmental assessments. The traffic models were developed for 2029 (Scheme opening year), 2044 (Scheme design year, 15 years after Scheme opening) and 2061 (the final year for which Department for Transport has published traffic growth forecast). The traffic models were developed using the Department for Transport's National Trip End Model, which considers national projections in population, employment, housing, car ownership and trip rates. The National Trip End Model forecasts an increase in traffic rather than a reduction (within Greater Manchester around 9% from 2018-2029, 15% from 2018-2044 and 20% from 2018-2061) and this is likely to contribute to increases in delay/congestion in the vicinity of M60 junction 18. If nothing is done, congestion will increase on routes around M60 junction 18 and the major road network, thus the Scheme is required to resolve the identified traffic related problems. Through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
360	Q9	Yes leave it as it is. We do not need more noise/more vibration.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that

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				network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant sets out in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.
363	Q9	Very important to keep residents directly affected... in the know. Have opportunity to discuss any problems. Perhaps managing the phone lines better, presently not the best!!	N	The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR00064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
364	Q9	Consider the local roads to be used to take diverted traffic away from the motorways for periods during the Scheme's construction. Consider the residents, of those roads, who will be affected by increased day/night traffic during the periods of diversion.	N	The Applicant has developed the construction methodology in relation to the current design of the Scheme and the space available on the existing network. The length of the programme is driven by the intention to retain the existing number of traffic lanes open on the M60 / M66 / M62 during construction, to minimise the impact of construction on traffic. Maintaining the existing number of lanes on the network will mean there is little available working space during the daytime, which means we will need to introduce night-time closures on the M60 / M66 / M62. The traffic management strategy, which gives an overview of the phases and the required network closures during construction, can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan sets out the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes. The Outline Traffic Management Plan (TR010064/APP/7.5) will be developed into the Traffic Management Plan for

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				implementation during construction and secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.
366	Q9	I believe there will be an effect on property prices now and in the future for those dwellings that are close to the works. I think you need to consider compensation awards for those adversely impacted by environmental changes, noise disruption and those neeeding access and rights of way while the works are taking place.	N	The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme. The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.
368	Q9	You need to take into account the noise, vibration of the proposed works, how and what the temp works will entail, times of when the work is to be undertaken, piling works if needed and the effect on neighbouring properties and the community. If you need to undertake utility diversions how this will effect Warwick Close / Barnard Ave, as the walking route from Barnard round to Warwick Close is used considerably by foot otherwise the alternative	N	The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5

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		route is considerable and the estate has a considerable number of elderly occupants.		dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working impacting Warwick Avenue and Barnard Close during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction. The Outline Traffic Management Plan (TR010064/APP/7.5) details the diversion routes during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology

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				and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes where possible. Where statutory utility works are proposed on Warwick Close and Barnard Avenue, the works will be planned with a view to maintaining pedestrian access throughout the works. The utility works may involve temporary traffic management to allow works to be undertaken safely and efficiently, this may restrict vehicular traffic for a short period of time, however, pedestrian access will be maintained where practicable. Where any works will have an impact upon traffic or pedestrian routes, prior engagement will be held to ensure the community are aware of upcoming works. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
369	Q9	The increased works vehicles driving tho an already traffic heavy village	N	The Applicant has developed the construction methodology in relation to the current design of the Scheme and the space available on the existing network. The length of the programme is driven by the intention to retain the existing number of traffic lanes open on the M60 / M66 / M62 during construction, to minimise the impact of construction on traffic. Maintaining the existing number of lanes on the network will mean there is little available working space during the daytime, which means we will need to introduce night-time closures on the M60 / M66 / M62. The traffic management strategy, which gives an overview of the phases and the required network closures during construction, can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan sets out the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes. The Outline Traffic Management Plan (TR010064/APP/7.5) will be developed into the Traffic Management Plan for implementation during construction and secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1).
370	Q9	We would request that work at nigh is minimised - as the M66 is relatively quiet outside peak hours any construction noise at night tends to "carry" and disturbs us. The recent piling work at Unsworth High was a good example of this.	N	The Applicant confirms the current programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place.

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				The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction. The Outline Traffic Management Plan (TR010064/APP/7.5) details the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes where possible. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are

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				detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
373	Q9	More consideration for local farmers. Consult them to see what the value of their ground is to them rather than taking large amounts of income from under their feet	Y	The Applicant has written to all landowners inviting them to enter into discussions for the acquisition of their land by voluntary agreement. Annex B of the Statement of Reasons (TR010064/APP/4.2) provides an update on the status of those negotiations. The Applicant confirms through recent design development and continued engagement with local landowners, The Applicant has been able to significantly reduce the area of essential environmental mitigation required. However, the Scheme still requires a portion of land around the Scheme to ensure it meets its essential environmental mitigation requirements and no net loss of biodiversity position. The Scheme will continue to engage with landowners to keep them updated on design development and Scheme progress. Further details on the design change can be found in Chapter 5 of the Consultation Report (TR010064/APP/5.1). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
375	Q9	Do not go ahead with the work and there will be no need for constructions plans - or developing thereof.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays,

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				and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
379	Q9	This significant work will cause significant disruption to those residential in the area who aren't requesting the work. Motorway construction is already very poor in its efficiency.	N	The Applicant confirms the current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction. The Outline Traffic Management Plan (TR010064/APP/7.5) details the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes where possible.
380	Q9	Noise level at night from construction using access down Pole Lane.	N	The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working impacting Warwick Avenue during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents.

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				The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
381	Q9	The entire tree's estate has only one entry and exit point from a busy main road, which is already heavily congested during rush hours. The additional plant traffic will further reduce the ability for residents to commute to work. Furthermore, the trees estate has parking issues which would make transit for plant traffic difficult without causing damage to residents' cars. The proposed route leading to pond 6 from the M60 motorway, discussed in the first consultation meeting at Paranthorn High School, would alleviate these issues, and prevent the requirement of a permanent track to the rear of Westlands. We were informed that the use of the tree's estate would be a worst case scenario, which gave me the impression that the route into the site (of pond 6) via the motorway would be the preferred option. As far as I recall they didn't mention anything about the gradient being a problem, which of course would have to be dealt with if this route was taken. During the works that were going on in November 2021 (I believe they were drilling bore holes) there were heavy vehicles going to and from the site of pond 6 via the already existing gravel track, and the gradient didn't seem to be a problem. I took a video of the site at that time illustrating this point, which you view here: https://odysee.com/pond6 The video shows one of the heavy vehicles up at the top (of the gradient), parked at the side of the existing gravel track (which is just out of view), and the tracks running down to the site. As you can see the gradient is not very steep, there were heavy vehicles going up and down it on a regular basis. Also, last year there were continuing works in the area and heavy machinery was brought in again, this time via the golf course. There are steep gradients that the vehicles would have to have gone through in	Y	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate for the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).

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		order to get to the site of pond 6 using that route. Hopefully this should allay any concerns about vehicles being able to get to and from the already existing gravel track to the site of pond 6.		
382	Q9	The Scheme should develop a workable operational solution and the outcome of construction planning should then reflect this solution The consultation documentation implies construction planning interventions are leading to inappropriate scheme features and poor operational / road user outcomes.	N	The Applicant confirms the current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed further into a Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction. The Outline Traffic Management Plan (TR010064/APP/7.5) details the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes where possible.
384	Q9	I strongly oppose this entire scheme, which will only induce additional traffic on the M60, increasing congestion elsewhere, as well as air pollution and carbon dioxide emissions, conflicting with the declared climate commitments of the UK Government and Greater Manchester Combined Authority. The (up-to) £340m being spent on this scheme should be reallocated to active travel and public transport schemes.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that

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				network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions

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				because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. In order to reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced and can be found at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan focuses on how the Scheme will reduce carbon emissions during the construction of the Scheme through measures such as potentially using electric (or alternative lower-carbon fuel) construction equipment instead of conventional diesel-powered construction plant and/or the use of low carbon materials. The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). There is little the Scheme can do to influence road user greenhouse gas emissions, therefore 'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050. The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
385	Q9	Well you've got the job. Things have been considered but the outcome will be the same damage all around. The result may initially see an improvement however it won't last & as mentioned previously traffic will still snarl up at Prestwich towards the Trafford Centre.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme

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				has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). In line with the Road Investment Scheme announcements improvements at Prestwich towards the Trafford Centre are outside the scope of the Scheme. The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme does not aim to reduce traffic, it seeks to improve these issues, reduce congestion through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
386	Q9	The section of the NB M60 in to Simister has a free flow lane to the WB M60 and people already leave it very late to change lanes due to lack of signage, often cutting across 4 lanes to get to the junction. Additional advanced signage is needed so people get in to the correct lane earlier. What speed limit will the loop be restricted to.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). Improvements to other areas of the M60, such as those mentioned, are not within the scope of the Scheme. The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).

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				The Applicant confirms the corridor between M60 junction 17 and junction 18 will require traffic movements to access the diverges on the M60 eastbound at M60 junction 18. These manoeuvres will not be significantly different to the existing manoeuvres in the current arrangement. A traffic signing and road marking design has been developed to ensure the M60 junction 18 eastbound diverge operates as safely as possible. In 2019 the M60 junction 17 – junction 18 link had a lower collision rate per billion miles than the national motorway average and it is anticipated that this safety record will continue after the Scheme is completed. The year 2019 has been used as a comparison year as it was after the conversion to controlled motorway had been completed and before the impacts of Covid Pandemic, which resulted in far fewer motorway journeys being taken and therefore was not wholly representative of demand. Further details can be found in the Transport Assessment (TR010064/APP/7.4). Traffic joining M60 eastbound at junction 17 wishing to access the M60 southbound will stay in the new lane 1 without merging with other lanes prior to the junction 18 diverge. Traffic joining the M60 eastbound at junction 17 and wishing to access M66 northbound will need to make one lane change movement. Traffic joining the M60 eastbound at J 17 wishing to continue eastbound on M62 will still be required to make two lane change movements to access lane 3, which is a similar number of lane changing movements to the existing arrangement, considering that the current merge at junction 17 is a taper merge. Advanced directional signage and road markings will be provided to help motorists identify which lanes they need to be in. Further details can be found on the General Arrangement Plans (TR010064/APP/2.2). In order to mitigate this new lane arrangement and junction layout, a traffic signing, and road marking design has been developed to ensure the scheme operates as safely as possible. Advance Direction Signs will be provided along with new road markings, including destination markings in lanes to allow drivers to understand the new junction layout and to choose the correct lane for their required movement. These two methods combined will reduce the likelihood of late lane changes and driver confusion. The Applicant will also work closely with mapping companies and satellite navigation providers to ensure that links, lane suggestions and route guidance is introduced in a timely fashion in line with Scheme opening. The layout can be viewed in the General Arrangement Plans (TR010064/APP/2.2). The speed limit will be national speed limit (70mph) with an advisory max speed of 40mph will be signed on the Northern Loop, this is common practice for loop slip roads.
390	Q9	This will be a negative impact on the existing narrow roads in simister	N	The Applicant has developed the construction methodology in relation to the current design of the Scheme and the space available on the existing network. The length of the construction programme of approximately three and a half years is driven by the intention to retain the existing number of traffic lanes open on the M60 / M66 / M62 during construction, to minimise the impact of construction on traffic. Maintaining the existing number of lanes on the network will mean there is little available working space during the daytime, which means we will need to introduce night-time closures on the M60 / M66 / M62. The traffic management strategy, which gives an overview of the phases and the required network closures during construction, can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Construction Traffic Management Plan (TR010064/APP/7.5) sets out the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction

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				methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes. The Outline Traffic Management Plan (TR010064/APP/7.5) will be developed into the Traffic Management Plan for implementation during construction and secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1).
391	Q9	This significant work will cause significant disruption to those residential in the area who aren't requesting the work. Motorway is already very poor in its efficiency.	N	The Applicant confirms the current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction. The Outline Traffic Management Plan (TR010064/APP/7.5) details the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes where possible. The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme does not aim to reduce traffic, it seeks to improve these issues and reduce congestion through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
392	Q9	noise level at night from construction using access down pole lane	N	The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that

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				there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working impacting Pole Lane during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
393	Q9	I believe a genuine attempt is being mad to minimise the impact, and I hope it will be successful	N	The Applicant acknowledges the comments received.
394	Q9	Keeping the traffic flowing at all times. I don't want to spend 3 years driving on ordinary roads to J19 or 21 of M62 or 19 of M60 to avoid sitting in a queue for ages	N	The Applicant confirms the construction current programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction. The Outline Traffic Management Plan (TR010064/APP/7.5) details the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of

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				reducing the number of full closures and use of diversion routes where possible.
396	Q9	where the temporary working storage area is being proposed there is only a single road that has cars continuously parked on one side, the damage already caused from the traffic will only get worse. total disruption to residents	N	The Applicant has developed the construction methodology in relation to the current design of the Scheme and the space available on the existing network. The length of the construction programme of approximately three and a half years is driven by the intention to retain the existing number of traffic lanes open on the M60 / M66 / M62 during construction, to minimise the impact of construction on traffic. Maintaining the existing number of lanes on the network will mean there is little available working space during the daytime, which means we will need to introduce night-time closures on the M60 / M66 / M62. The traffic management strategy, which gives an overview of the phases and the required network closures during construction, can be found in the Traffic Management Plan (TR010064/APP/7.5). The Outline Construction Traffic Management Plan (TR010064/APP/7.5) sets out the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes. The Outline Traffic Management Plan (TR010064/APP/7.5) will be developed into the Traffic Management Plan to be implemented during construction and secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1).
397	Q9	how's it going to impact on peoples lives noise + air pollution!!	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road

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				Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working impacting Warwick Avenue during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
398	Q9	Q8 will any of the constuction staff lorries or any other organisations be using pole lane as access to the proposed locations near pond 7? Q7 noise levels from construction especially at night?	N	The Applicant has developed the construction methodology in relation to the current design of the Scheme and the space available on the existing network. The length of the construction programme of approximately three and a half years is driven by the intention to retain the existing number of traffic lanes open on the M60 / M66 / M62 during construction, to minimise the impact of construction on traffic. Maintaining the existing number of lanes on the network will mean there is little available working space during the daytime, which means we will need to introduce night-time closures on the M60 / M66 / M62. The traffic management strategy, which gives an overview of the phases and the required network closures during construction, can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Construction Traffic Management Plan (sets out the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary

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				fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes. With regards to the use of Pole Lane, this route will not be used by construction traffic for the purpose of moving resources and materials around site. The use of Pole Lane will be restricted to any works associated with landscaping in this area only. The Outline Traffic Management Plan (TR010064/APP/7.5) will be developed into the Traffic Management Plan for implementation during construction and secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working impacting Warwick Avenue during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
399	Q9	I live on the estate where during construction 1000+ lorries are going to go up and down Chesnut to Ross Avenue. Temporary financial compensation to the people one the route would be a help.	N	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
400	Q9	All elements of the Scheme, in particular to the construction, will have a major impact overall. However, the final outcome will be far greater for my property and the area generally. For this reason compulsory purchase would be preferred	N	The Applicant confirms the current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while

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				traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan (will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction. The Outline Traffic Management Plan (TR010064/APP/7.5) details the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes where possible. The Applicant is not likely to compulsory purchase a property unless there is a compelling need to for the Scheme. For example, due to works on the land or significant environmental effects that cannot be mitigated which would create blight and render the property unsellable. At this point (application for development consent) no such properties have been identified that are subject to blight. The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.

Q.8 Statutory Consultation under s47 & s48 of the 2008 Act with the local community & statutory publicity – Responses to Question 10

The tables provided below evidence the regard had to responses received to National Highway's statutory consultation in accordance with s49 of the 2008 Act. Specifically, the table below, provides how National Highways have responded to responses to question 10 from the Statutory Consultation Brochure, received from the local community and statutory publicity under s47 and s48 of the 2008 Act.

Question 10 – "*Further views/comments on the proposals."*

Statutory Consultation under s47 & s48 of the 2008 Act with the local community & statutory publicity – Responses to Question 10				
Respondent ID:	**Question**	**Response:**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
14	Q10	Just get it done.. all infrastructure projects in this country take an age to get on with especially with the make and do what we have attitude. Asia or America would have had a simple slip to connect motorways done in no time. Whilst your at it complete the M67.	N	The Applicant plans to submit the development consent application to the Secretary of State for Transport (via the Planning Inspectorate) in early 2024. If the development consent application is accepted for examination, it will be independently examined by an Examining Authority, appointed by the Secretary of State, who following the examination will make their recommendation to the Secretary of State on whether the application should be granted. Subject to successful grant of the application for development consent, construction is due to start at the end of 2025 with a circa three-year duration resulting in Scheme completion in early 2029, as outlined in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1). The current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan (will be developed into the Traffic Management Plan secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific measures to be implemented during construction. The M67 St Anne's Road bridge replacement scheme is a current National Highways scheme with a completion date in 2026. The programme duration is due to the complexity of the required demolition, installation of a new structure and utility diversions. The works are planned in phases, this results in the efficient construction of the new structure and reduces disruption to road users.
17	Q10	Take the time to review alternative schemes that provide the same or better solutions to the problems of over capacity at Simister island. The public were only offered two choices, both of which are appalling, are expensive and will cause years of disruption to the travelling public. I submitted an alternative proposal, which has been completely ignored, that would be less expensive, require less variations of rights of way, less purchase of land, less disruption to the travelling public and be more environmentally friendly. I am happy to resubmit that proposal but I suspect it will be disregarded once again as it appears if a proposal does not emanate from Highways England then it is seen as being of no value.	N	The Applicant has reviewed the alternative design proposed by the respondent, it was considered during the initial stages of the development of the Scheme and discounted. Within the initial stages, over 150 alternative design combinations were considered, which were refined down to six design options which were progressed by the Applicant based on criteria such as affordability, construction duration, environmental impact, land take and ability to meet the Scheme objectives. Subsequently, from these six options, two were shortlisted for further consideration and an options consultation on these two remaining options (Northern Loop and Inner Links) took place between June and August 2020. The reasons why these two options were retained, and the other four options were discounted can be found in the Options Consultation Brochure at Appendix A of the Consultation Report Annexes (TR010064/APP/5.2). Following the outcome of the options consultation, the Northern Loop was announced as the Preferred Route in January 2021. Appendix B of the Consultation Report Annexes contains the details of this "Preferred Route" announcement including the reasons why it was chosen. The alternative design identified by the respondent was discounted as it would require a new structure over junction 18 which would have significant environmental impacts on Simister village, whilst also requiring residential property purchases. Additionally, the alternative option would require a new connection with the M60 south of junction 18 reducing the weaving length between junctions 18 and 19 of the M60, resulting in a design which would not operate safely and would not comply with National Highways' Design Manual for Road and

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				Bridges standards.
20	Q10	Please consider those of us who are elderly- can not travel to 'local' public consultation events. Why not hold a consultation event at Lady Wilton Hall for Simister residents who are the ones most affected by this redevelopment.	N	The Applicant acknowledges the feedback received. Unfortunately, Lady Wilton Hall was unavailable for an event during the consultation period due to emergency maintenance works. An event was held at Parrenthorn High School on 21 February 2023 close to Simister Village. Further details on the consultation events can be found in the Consultation Report (TR010064/APP/5.1).
23	Q10	Look into other area of M60 that could be improved also to ease traffic build up like approaching worsley junction from junction Justin 16 on the M60 to junction 12 or 11 traffic always builds up there and I think if it was possible to add another lane or other things to help ease congestion would help. Also around barton bridge in both directions also get congestion	N	The Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines"*. A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020 - 2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). Improvement of other areas of the M60, such as those mentioned, are not within the scope of the Scheme.
25	Q10	I don't know again	N	The Applicant acknowledges the comments received.
27	Q10	Please dont block or cone off areas for years whilst nothing is really happening. The average speed camera/ variable speed system that was introduced seemed to be years of little work but lanes closed regardless. I know some work will be happening without the general public noticing but we had road workers parked at night on our car park (which was fine) who laughed they had nothing to do night after night.	N	The Applicant confirms the current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan (TR010064/APP/7.5) will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction.
29	Q10	Badly designed survey.	N	The Applicant acknowledges the comments received. The questionnaire was designed to be as 'user friendly' as possibly whilst still allowing the Applicant to gather detailed feedback on the Scheme design. Further details are available in the Consultation Report (TR010064/APP/5.1).
31	Q10	I'm glad this is being addressed going around the roundabout was very difficult comparing it was for the same roadway. I am surprised that a 4 laned fly over (2 in each direction) was not constructed that gave the continuity of the M60 motorway, but that would have involved central reservation construction that would have been more disruptive.	N	The Applicant considers that constructing a 4 lane fly over would require a significant redesign of the existing M60, M62, M66 and junction 18 circulatory. This would increase the required land take, environmental impacts, the buildability of the Scheme and affordability which would make the Scheme unviable. Further details on alternative options considered can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1).
33	Q10	Please consider residents in the locality as well as commuters	N	The Applicant confirms that Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 'Population and human health' standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes

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				account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
39	Q10	There is no suggestions or information on how these proposals will affect the current layout of the sinister island roundabout in the future.	N	The Applicant confirms the Scheme will remove a significant volume of traffic currently using the signalised junction at Simister Island. The reduction in congestion allows the layout of the circulatory carriageway to re-configured with new road markings. As such, the Scheme intends to upgrade the signals and road markings at Simister Island junction. The new M60 eastbound to M60 southbound link, removes traffic making the M60 eastbound to M60 southbound movement from the signalised junction which will increase the overall capacity of the junction and allow for greater optimisation of signal timings for the remaining movements. Further details on the benefits the Scheme will bring can be found in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
48	Q10	This relief Simister Island loop is desperately needed. It was offensive that the M60 circular motorway was ever built with a need for vehicles to leave the motorway - approach an island and go through several sets of lights just to remain on the M60 motorway. This causes massive delays and congestion for many hours a day - I get on the motorway at 7am and there are problems then and the traffic is again slowing down at the approach to this island from 3.30pm for several hours after this. The pollution levels for all of this standing/crawling traffic, never mind the enormous waste of time and energy of people sitting in this traffic every day is a serious blight on working people and people living near these junctions.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Transport Assessment (TR010064/APP/7.4) sets out how we developed our traffic models to reflect the baseline traffic conditions as they were in 2018 and then how the 2018 model was used to forecast future conditions. The 2018 baseline traffic model was developed using various different data sources which includes traffic data (some of which was extracted from WebTRIS which provides traffic flow and journey time data

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				accessible through the National Highways website), anonymous mobile phone data to understand travel patterns, digital maps, and Department for Transport guidance to mention a few. Using the 2018 baseline data, future forecast scenarios were developed as discussed in the Transport Assessment (TR010064/APP/7.4). The report includes details of model scenarios, modelled future years, local developments and how we predicted the future growth. The future year traffic growth was taken from Department for Transport's National Trip End Model Forecasts and the government's projection of future traffic, the National Road Traffic Projections (2022). Therefore, any increases in traffic due to either local developments or natural background growth will have been accounted in the modelling through the Department for Transport's traffic growth predictions. As per Department for Transport, Transport Analysis Guidance, modelling work has been undertaken to understand how the Scheme is likely to perform using Department for Transport's traffic forecasts. Three future year traffic models were developed which were also used to undertake the economic and environmental assessments. The traffic models were developed for 2029 (Scheme opening year), 2044 (Scheme design year, 15 years after Scheme opening) and 2061 (the final year for which Department for Transport has published traffic growth forecast). The traffic models were developed using the Department for Transport's National Trip End Model, which considers national projections in population, employment, housing, car ownership and trip rates. The National Trip End Model forecasts an increase in traffic rather than a reduction (within Greater Manchester around 9% from 2018-2029, 15% from 2018-2044 and 20% from 2018-2061) and this is likely to contribute to increases in delay/congestion in the vicinity of M60 junction 18. If nothing is done, congestion will increase on routes around M60 junction 18 and the major road network, thus the Scheme is required to resolve the identified traffic related problems. Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. This risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include things like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
51	Q10	This is going to be absolute disaster I'm considering moving away	N	The Applicant acknowledges the comments received.
56	Q10	Anything to improve the current state of traffic in the mornings would get my approval	N	The Applicant acknowledges the comments received.
58	Q10	I strongly disagree with an extra lane which would make the motorway even closer to the block of flats where I live. Prestfield Court. Whitefield.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The

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				Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to Prestfield Court would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. At Prestfield Court specifically, the noise model results indicate reductions in road traffic noise of between 4dB and 5dB on scheme opening as a result of implementing the noise mitigation mentioned above, and this is presented within Chapter 11 Noise and vibration of the ES (TR010064/APP/6.1). Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable. Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme, including at Prestfield Court. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. This risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include things like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 'Population and human health' standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of

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				Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.
65	Q10	When traffic merges after joining at junction 17, it causes a backup becuase of vehicles merging and then trying to get out of the dedicated M60 and M66 lane, to continue on the M62. Please can you advise how you will tackle this issue. Furthermore, using the left hand lane to turn right onto the m60 and the right and lane to turn left on the m66 is not a typical approach and will most likely cause confusion.	N	The Applicant confirms the corridor between M60 junction 17 and junction 18 will require traffic movements to access the diverges on the M60 eastbound at M60 junction 18. These manoeuvres will not be significantly different to the existing manoeuvres in the current arrangement. A traffic signing and road marking design has been developed to ensure the M60 junction 18 eastbound diverge operates as safely as possible. In 2019 the M60 junction 17 – junction 18 link had a lower collision rate per billion miles than the national motorway average and it is anticipated that this safety record will continue after the Scheme is completed. The year 2019 has been used as a comparison year as it was after the conversion to controlled motorway had been completed and before the impacts of Covid Pandemic, which resulted in far fewer motorway journeys being taken and therefore was not wholly representative of demand. Further details can be found in the Transport Assessment (TR010064/APP/7.4). Traffic joining M60 eastbound at junction 17 wishing to access the M60 southbound will stay in the new lane 1 without merging with other lanes prior to the junction 18 diverge. Traffic joining the M60 eastbound at junction 17 and wishing to access M66 northbound will need to make one lane change movement. Traffic joining the M60 eastbound at J 17 wishing to continue eastbound on M62 will still be required to make two lane change movements to access lane 3, which is a similar number of lane changing movements to the existing arrangement, considering that the current merge at junction 17 is a taper merge. Advanced directional signage and road markings will be provided to help motorists identify which lanes they need to be in. Further details can be found on the General Arrangement Plans (TR010064/APP/2.2). The Applicant acknowledges the comments on the layout of the links at the M60 eastbound exit. The traffic flows from the junction and current traffic model identifies that significant congestion is associated with the M60 eastbound to M60 southbound movement, this is mitigated through the provision of the M60 eastbound to M60 southbound link via the "Loop". The M66 northbound exit is to the right of the M60 southbound exit to reduce the overall permanent land take and impact on private properties. Adding on another link to the left of the new M60 eastbound to M60 southbound link would significantly increase the footprint of the Scheme and require the purchase of a number of private properties at the end of Brathay Close and Rothay Close as well as Cowl Gate Farm. When this option was compared to keeping the existing link that takes M60 eastbound traffic directly to the junction 18 signalised junction, it was not considered beneficial in terms of value for money over the benefits it would add. Further details on the alternative options considered can be found in Chapter 3, Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1).
69	Q10	Please continue to consult, because while you are the Designers, we are the users and we will have to live with your designs for the next 50yrs. For example... 1. The M5 motorway was Originally Built with 2 x Lanes Nth and Sth, with the rectification costs in the 1990's far exceeding the savings made in the late 1950's. and 2. Sloppy Construction of M6 Midland Link Elevated section foundations, especially the section over the Canal in B'ham will mean Reconstruction of this	N	The Applicant can confirm that significant changes to the Scheme design would be consulted on to seek the views of those directly affected by any changes. Nearby residents will be informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team will be available throughout the construction of the Scheme to discuss concerns which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).

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		section at some point in the future as it is now 50yrs of age. With movement felt every time I drive over it. and 3. Steep hill on M6 Nth at Keele Bank is a design fault as even today, it still represents a Slow down for all HGV, which in turn impedes the the traffic Flow for all other Non-HGV. With disparity in speed variations always having a negative impact on Road Safety.		The Applicant acknowledges the respondents' comments on historic schemes on the motorway network.
70	Q10	Yes - build a walking/cycling link across the junction. One that people feel safe using. Reconnect Sunnybank and Simister, as they were connected before the motorways were built. It is disappointing that for all your rhetoric about improving journeys, making life better, helping the economy etc - you've missed the obvious benefits of removing car journeys completely by improving active travel. A simple bridge across the junction or thereabouts would give people in Sunnybank and Unsworth the opportunity to walk and cycle to Simister and Middleton. Think how many journeys that would take off the motorway network.	N	The Applicant confirms that the provision of a walking/cycling bridge to reconnect Sunnybank and Unsworth to Simister and Middleton is not within the scope of the Scheme. The Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
73	Q10	It's great your increasing size of motorway	N	The Applicant acknowledges the comments received.
74	Q10	I think the money could be better invested	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1).
79	Q10	Thanks for the opportunity to feedback.	N	The Applicant acknowledges the comments received.
80	Q10	No. Hurry up and get started to help the flow of traffic for us!	N	The Applicant plans to submit the development consent application to the Secretary of State for Transport (via the Planning Inspectorate) in early 2024. If the development consent application is accepted for examination, it will be independently examined by an Examining Authority, appointed by the Secretary of State, who following the examination will make their recommendation to the Secretary of State on whether the application should be granted. Subject to successful grant of the application for development consent, construction is due to start at the

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				end of 2025 with a circa three and a half year duration resulting in Scheme completion in early 2029, as outlined in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1).
81	Q10	Build more multimodal bridges for walking and cycling across the motorways. Cancel the Scheme and spend the money for something that won't kill out children with air pollution Cancel the Scheme and spend the money for something that won't contribute to global climate change chaos. Instead of increasing capacity, capacity should be reduced by purpose of journey Your opening paragraph on the consultation states "we provide three times more miles per person than the railways." It would be better if the money was spent to close that gap with better rail and other sustainable transport options. This fails to meet the governments responsibility to address the climate emergency in any way	N	The Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2, further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). It is not within the scope of the Scheme to build more bridges for walking and cycling or upgrade any of the public rights of way or permissive footpaths that are not directly impacted by the Scheme. The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives. Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the

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				Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. This risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include things like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. In order to reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced and can be found at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan focuses on how the Scheme will reduce carbon emissions during the construction of the Scheme through measures such as potentially using electric (or alternative lower-carbon fuel) construction equipment instead of conventional diesel-powered construction plant and/or the use of low carbon materials. The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). There is little the Scheme can do to influence road user greenhouse gas emissions, therefore 'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050.

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83	Q10	No thanks	N	The Applicant acknowledges the comments received.
86	Q10	Please can you consider colour coordinating lanes at sinister island to aid with the flow of traffic around the roundabout. Daily I see that people have the inability to keep in lane or know how to utilise the roundabout.	N	The Applicant confirms the Scheme will remove a significant volume of traffic currently using the signalised junction at Simister Island. As a result of the circulatory carriageway being re-configured this will result in a reduction in congestion. In addition, the Scheme will upgrade the signals and road markings at the signalised junction. The new M60 eastbound to M60 southbound link, which removes traffic from needing to use the signalised junction, will and allow for greater optimisation of signal timings for the remaining movements. Further details can be found on the General Arrangement Plans (TR010064/APP/2.2). The Applicant confirms that there is no evidence that the use of coloured asphalt for the circulatory lanes, suggests that the current coloured lanes at Simister Island junction provide any benefit as these are not supported by supplementary signing. A traffic signing, and road marking design has been developed to ensure the Scheme operates as safely as possible. Advance Direction Signs (ADS) signs will be provided along with new road markings, including destination markings in lanes to allow drivers to understand the new junction layout and to choose the correct lane for their required movement. These two methods combined will reduce the likelihood of late lane changes and driver confusion. The Applicant will also work closely with mapping companies and satellite navigation providers to ensure that links, lane suggestions and route guidance is introduced in a timely fashion in line with Scheme opening. The layout can be viewed in the General Arrangement Plans (TR010064/APP/2.2).
88	Q10	As a hgv driver that uses j17 every work day and comes on and off at j17 upto ten times a day going east bound I know the congestion that is caused more than most and how much it is needed to relieve the traffic at peak times but i think it will be not that much better because of all the traffic joining at 17 trying to get over to go eastbound and all the traffic trying to use the northern loop changing lanes in a criss-cross pattern causing it all to backup	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The corridor between M60 junction 17 and junction 18 would require traffic movements to access the diverges on the M60 eastbound at M60 junction 18. These conflicts will not be significantly different to the existing conflicts in the current arrangement. Traffic joining M60 eastbound at junction 17 wishing to access the M60 southbound would stay in the new lane 1 without merging with other lanes prior to the junction 18 diverge. Traffic joining the M60 eastbound at junction 17 and wishing to access M66 northbound would need to make one lane change movement. Traffic joining the M60 eastbound at junction 17 wishing to continue eastbound on M62 would still be required to make two lane change movements to access lane 3, which is a similar number of lane changing movements to the existing arrangement, considering that the current merge at junction 17 is a taper merge. Additionally, there will be increased opportunity for vehicles to manoeuvre due to the additional capacity achieved through adding a 5th lane. The Scheme will remove a significant volume of traffic currently using the signalised junction at Simister Island. The reduction in congestion allows the layout of the circulatory carriageway to re-configured and optimised with new road markings and signal timings. The traffic signing, signals and road marking design has been developed to ensure the Scheme operates as safely as possible. Advance Direction

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				Signs will be provided along with new road markings, including destination markings in lanes to allow drivers to understand the new junction layout and to choose the correct lane for their required movement. These two methods combined will reduce the likelihood of late lane changes and driver confusion. The Applicant will also work closely with mapping companies and satellite navigation providers to ensure that links, lane suggestions and route guidance is introduced in a timely fashion in line with Scheme opening. The layout can be viewed in the General Arrangement Plans (TR010064/APP/2.2).
89	Q10	1. I strongly question the need or perhaps priority of doing anything to this motorway junction. The real issue on the M60 that causes the majority of the hold ups is traffic joining from the M61, then along the M60 until the M62 towards Liverpool. Unless this stretch of the M60 motorway is reviewed and remodelled the work to Simister Island is a waste of money!! Throw this idea in the bin, or at least shelve until the M60 between the M61 & M62 is resolved. 2. Also, you should be considering the plans being taken forwards under the 'Places for everyone' scheme. There is a new road planned from the J19 (M62) recently opened link road, roughly parallel with the M62 reaching as far as the the proposed loop. It would make a huge amount of sense to join up the proposals, instead of planning in isolation. Also note the proposed new road would run through the biodiversity land to the NE of pond 1. Joined up thinking please !!!	N	The Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). In line with the Road Investment Strategy announcements, improvements to other parts of the M60/M62 are not within the scope of the Scheme. The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant acknowledges the request to consider future development sites, specifically 'Places for Everyone'. The modelling of the Scheme does consider future developments and future traffic growths. The modelling of the Scheme traffic model is based on Department for Transport guidance, only includes development sites that are 'Near Certain' and 'More Than Likely'. In areas where there are no future planned developments, background traffic growth predictions provided by the DfT have been used. The modelling excludes development sites where the classification is either 'Reasonably Foreseeable' (i.e., the outcome may happen) or 'Hypothetical' (i.e., there is considerable uncertainty whether the outcome will ever happen). As an example, the details of the Places for Everyone plan, and the associated sites (which include the Northern Gateway sites) are still under development. These development sites / areas are therefore omitted from the modelling and are not reported in the Transport Assessment (TR010064/APP/7.4). Currently the classification for Places for Everyone is 'Hypothetical' (i.e., considerable uncertainty whether the outcome will ever happen). The Applicant is monitoring the progress of Places for Everyone through the planning process, and if the classification of the Places for Everyone plan changes to 'Near Certain' or 'More Than Likely' then these sites can be included

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				in any future modelling.
90	Q10	Please start this work as soon as possible!	N	The Applicant plans to submit the development consent application to the Secretary of State for Transport (via the Planning Inspectorate) in early 2024. If the development consent application is accepted for examination, it will be independently examined by an Examining Authority, appointed by the Secretary of State, who following the examination will make their recommendation to the Secretary of State on whether the application should be granted. Subject to successful grant of the application for development consent, construction is due to start at the end of 2025 with a circa three and a half year duration resulting in Scheme completion in early 2029, as outlined in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1).
91	Q10	As transport professionals you are aware of the induced demand effect. I object to the idea that we need to cater to an increasing future demand for roads - we should only seek to repair roads and improve safety, not increase capacity, which only leads to yet more demand, more traffic and more emissions in the long run.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.

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Respondent ID:	**Question**	**Response:**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
93	Q10	It's a tragic waste of money.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
94	Q10	Well done on such a brilliant plan.	N	The Applicant acknowledges the comments received.
103	Q10	Some concerns about the temporary possession of land near pond 6. We live on Ross avenue which is on the trees estate in Whitefield and my understanding is that the road will be temporarily possessed for access to material and storage and potential temporary site compound. Does this mean that the road will be closed off meaning access difficulties? We have young children under 6 so potentially this could have an impact on our enjoyment of space and ongoing pollution exposure and noise during the construction works over a prolonged 5 year period which is a cause for concern. How will you ensure that the disruption is kept to a minimum especially with constructions works potentially going on til late at night and early starts (I.e noise pollution)? Is there no alternative access to south Whitefield golf course than going through a very residential area where there will be lots of young children about?	Y	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
104	Q10	Road improvements urgently needed Proposal provides sensible mitigation to allow this to happen whilst maintaining existing amenities	N	The Applicant plans to submit the development consent application to the Secretary of State for Transport (via the Planning Inspectorate) in early 2024. If the development consent application is accepted for examination, it will be independently examined by an Examining Authority, appointed by the Secretary of State, who following the examination will make their recommendation to the Secretary of State on whether the application should be granted. Subject to successful grant of the application for development consent, construction is due to start at the end of 2025 with a circa three and a half year duration resulting in Scheme completion in early 2029, as outlined in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1). The current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction

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				programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan () will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction.
105	Q10	Glad something is getting done to sort the issue of simister island roundabout.	N	The Applicant acknowledges the comments received.
108	Q10	In any plans to improve connectivity on our roads National Highways must always consider improving the access over the severance caused by major roads and motorways over decades. Consider the following National publications • Gear Change - A bold vision for cycling and walking, Dept of Transport • Moment of Change - Active Travel Guidance for Councils, Sustrans and Dept of Transport • Uniting The Movement – Sport England • Bus Back Better – Dept of Transport Consider the following Regional publications • GM Active Travel Mission – GM Active Travel • GM Moving – Greater Sport - Physical Activity Plan • GM Population Health Plan – Public Health • GM Streets for All • GM Infrastructure Framework • GM Air Quality Action Plan • GM Transport Strategy	N	The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives. National Highways is England's largest builder of cycleways having completed 150 schemes in the past five years and invested £42m in active travel schemes so far in Road Investment Strategy 2 2020-2025. Sport England are one of the organisational bodies that National Highways routinely consult with regarding active travel. The Applicant is working with Transport for Greater Manchester and Greater Manchester Combined Authority in development of the Scheme and has engaged with UK Health Security Agency (formerly Public Health England). Further details on engagement can be found in Chapter 3 of the Consultation Report (TR010064/APP/5.1).
116	Q10	Why does everything take so long in this country?	N	The Applicant plans to submit the development consent application to the Secretary of State for Transport (via the

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		Just get on with it. All you're achieving with this pointless fannying around is an increased burden on the tax payer. HURRY UP!		Planning Inspectorate) in early 2024. If the development consent application is accepted for examination, it will be independently examined by an Examining Authority, appointed by the Secretary of State, who following the examination will make their recommendation to the Secretary of State on whether the application should be granted. Subject to successful grant of the application for development consent, construction is due to start at the end of 2025 with a circa three and a half year duration resulting in Scheme completion in early 2029, as outlined in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1).
117	Q10	Will local residents be compensated for decrease in value of properties Will local residents ve compensated for noise and pollution disruption during process	N	The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals.' Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme. The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. This risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include things like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.

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				The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working impacting Warwick Avenue during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
118	Q10	I'm sure with a little work you could find ways to keep footpaths and accesses open during construction rather than closing some for periods approaching YEARS. You could run temorary access routes right through construction areas, rerouting them as needed, if you really tried.	N	The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1).
121	Q10	The paperwork arrived after the local event at Parrenthorn High School?	N	The Applicant mailed consultation brochures and response forms to residents via Royal Mail before the launch of the statutory consultation, to arrive on or before the launch date of 15 February 2023, Parrenthorn consultation event took place on the 21 February 2023. In addition, notices were published in The Bury Times on 2 and 9 February and the Jewish Telegraph on 3 and 10 February to publicise the consultation. Further details can be found in the Consultation Report (TR010064/APP/5.1).
122	Q10	Seems expensive.	N	The Applicant announced the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways *to "develop a comprehensive*

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		A clear comparison of all available options to compare against would help make opinion on project more informed. No explanation of how long this project would relieve problems before induced demand reverts them back to 'normal'. I have traveled this section of road 2-3 times a week for the last year as part of travel between Stoke on Trent and Hudds - at least once a week eastwards in the AM peak.		*improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant reviewed, within the early stages, over 150 alternative design combinations were considered, which were refined down to six design options which were progressed by the Applicant based on criteria such as affordability, construction duration, environmental impact, land take and ability to meet the Scheme objectives. Subsequently, from these six options, two were shortlisted for further consideration and an options consultation on these two remaining options (Northern Loop and Inner Links) took place between June and August 2020. The reasons why these two options were retained, and the other four options were discounted can be found in the Options Consultation Brochure at Appendix A of the Consultation Report Annexes (TR010064/APP/5.2). Following the outcome of the options consultation, the Northern Loop was announced as the Preferred Route in January 2021. Appendix B of the Consultation Report Annexes contains the details of this "Preferred Route" announcement including the reasons why it was chosen. Further details can also be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Transport Assessment (TR010064/APP/7.4) sets out how we developed our traffic models to reflect the baseline traffic conditions as they were in 2018 and then how the 2018 model was used to forecast future conditions. The 2018 baseline traffic model was developed using various different data sources which includes traffic data (some of which was extracted from WebTRIS which provides traffic flow and journey time data accessible through the National Highways website), anonymous mobile phone data to understand travel patterns, digital maps, and Department for Transport guidance to mention a few. Using the 2018 baseline data, future forecast scenarios were developed as discussed in the Transport Assessment (TR010064/APP/7.4). The report includes details of model scenarios, modelled future years, local developments and how we predicted the future growth. The future year traffic growth was taken from Department for Transport's National Trip End Model Forecasts and the government's projection of future traffic, the National Road Traffic Projections (2022). Therefore, any increases in traffic due to either local developments or natural background growth will have been

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				accounted in the modelling through the Department for Transport's traffic growth predictions. As per Department for Transport, Transport Analysis Guidance, modelling work has been undertaken to understand how the Scheme is likely to perform using Department for Transport's traffic forecasts. Three future year traffic models were developed which were also used to undertake the economic and environmental assessments. The traffic models were developed for 2029 (Scheme opening year), 2044 (Scheme design year, 15 years after Scheme opening) and 2061 (the final year for which Department for Transport has published traffic growth forecast). The traffic models were developed using the Department for Transport's National Trip End Model, which considers national projections in population, employment, housing, car ownership and trip rates. The National Trip End Model forecasts an increase in traffic rather than a reduction (within Greater Manchester around 9% from 2018-2029, 15% from 2018-2044 and 20% from 2018-2061) and this is likely to contribute to increases in delay/congestion in the vicinity of M60 junction 18. If nothing is done, congestion will increase on routes around M60 junction 18 and the major road network, thus the Scheme is required to resolve the identified traffic related problems.
123	Q10	Please confirm no CPO at Prestfield Court.	N	The Applicant confirms that no Compulsory Purchase Order is planned at Prestfield Court. Further details on the land requirements for the Scheme can be found on the Land Plans (TR010064/APP/2.3).
124	Q10	As long as the projected suggestions are firm - no problem. If any are changed, eg. land taken, I believe a full new consultation should be done.	N	The Applicant can confirm that should there be any changes to land take associated with the Scheme further consultation would take place as set out in the Planning Act 2008. Further details on the consultations undertaken to date can be found in the Consultation Report (TR010054/APP/5.1).
125	Q10	Strongly disagree with addition of a hard shoulder between junctions 17 and 18 of the M60 which I believe reduces the distance between Prestfield Court Apartments on Kensington Street Whitefield and the proposed new M60 Boundary between J17-J18. Suspect increased Noise and Vibration affecting Prestfield Court and possible devaluation of Prestfield Court Apartments. This is a major concern as we are about to purchase an apartment at Prestfield Court within the coming weeks and require urgent clarification of the new proposed M60 boundary behind the apartments at Prestfield Court M45 6FH please.	N	The Applicant acknowledges that either side of the M60 between junction 17 and junction 18 the edge of the running lane of traffic would move closer to noise sensitive receptors, such as Prestfield Court however, no permanent land take is required outside of current land owned by the Applicant along the junction 17 to junction 18 corridor to accommodate the additional lane and hard shoulder. The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. This risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust

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				Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include things like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals.' Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
131	Q10	My biggest concern is how the works will impact my property. I live on Balmoral avenue and can see that part of the road I live on has been parked for temporary possession. I think residents that are as close to the works as my road is should be given more detailed information on how the works will affect them. At the moment as there isn't specific information it's causing potentially unnecessary worry	N	The Applicant has included Balmoral Avenue within the Scheme Order Limits as there may be works required to utilities. The Applicant understands the utility works will be undertaken whilst maintaining access to properties, however, there may be short periods where vehicle access is restricted. If vehicle access is restricted, this would be communicated well in advance to residents and would be of short-term duration. It should be noted that the scope of these works may change depending on design developments and further site investigation into the exact location of existing utilities. The Applicant is still in the process of defining the scope of works required within these areas and once this is fully understood residents will be consulted. A detailed schedule and plan of work will be communicated with residents well in advance of works taking place to ensure residents understand the working hours, durations, expected disruption and access implications. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
134	Q10	While you're at it, sort out Denton island (M60 J24) as this always has been, currently is and always will be an absolute stinker of a junction due to it being incomplete since initial construction.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). In line with this Road Investment Strategy announcements, improvements to Denton Island at junction 24 of the M60 is outside the scope of the Scheme.

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Respondent ID:	**Question**	**Response:**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
136	Q10	The noise is more noticeable in the evening and through the night, especially in the holiday time. We are unable to open windows for fresh air due to the noise and there's a dust on the inner windowsill that isn't ;like normal household dust. Add to the noise & air quality when step outside my front doo you can see and hear the traffic on the motorway. We wouldn't want it closer.	N	The Applicant recognises that much of the area is within a Noise Important Area, which designates those locations experiencing the highest noise levels. Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) sets out the noise assessment based on the Scheme design which forms the application for development consent. Noise mitigation measures are considered in the order of source/path/receptor, with examples of mitigation at source being road surfacing and path including noise barriers or earth bunds. This is because noise mitigation at source benefits a wider area then the other forms of mitigation. The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
138	Q10	Put this money into trains, canals and public service transport. Thereby getting rid of HGV's and reducing traffic.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways *to "develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those

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Respondent ID:	**Question**	**Response:**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
				options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
141	Q10	Having just purchased my first house it was extremely disheartening to find out that there would be construction work taking place right behind my home. I understand it is (to) limit congestion but over the next 20 years less and less people are going to be in cars. The majority can not afford to drive now and I don't see the prices of vehicles and the materials needed to make them decreasing. Why spend millions on a road that might soon go empty when this money could be put into public transport to benefit everybody, not just those who will be wealthy enough to drive.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant will aim to minimise disruption during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Alongside the design, the Applicant is developing a strategy for how the Scheme will be built. This will include details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in an Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The Environmental Management Plan contains a Register of Environmental Actions and Commitments which details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, offset the potential environmental impacts associated with construction of the Scheme. These include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant does expect that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, the Applicant will aim to reduce adverse impacts to the shortest duration possible. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).

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Respondent ID:	**Question**	**Response:**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
				The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
142	Q10	I have some concern about the 2 left hand lanes eastbound from J17. The inside lane will be for people wanting to use the loop to travel south onto the M60. Effectively left lane to turn tight. The 2nd lane will be for people wanting to travel north towards Bury on M66. Effectively of the 2 lanes that will exit at J18, the inside lane will turn right and the 2nd lane will turn left. I understand why this is necessary, ie. land needed to take the lane north would be greater. It will be important that the signage on gantries and on the road surface is simple but very clearly explaining this as it is counter intuitive. I have responded to the proposals in the attached response form, as I realise the proposals will go ahead. However, I would like to say that if we are to tackle climate change, we need to prioritise getting cars off the roads, rather than improving the roads to encourage more use. The money that this scheme will cost would be put towards a more environmentally friendly scheme.	N	The Applicant confirms that traffic flows from the junction and current traffic model identifies that significant congestion is associated with the M60 eastbound to M60 southbound movement. This will be mitigated through the provision of the M60 eastbound to M60 southbound link via the Northern Loop. The M66 northbound exit is to the right of the M60 southbound exit is required to reduce the overall permanent land take and impact on private properties at that location. The provision of another link to the left of the new M60 eastbound to M60 southbound link would significantly increase the footprint of the Scheme and require the acquisition of a number of private properties at the end of Brathay Close and Rothay Close as well as Cowl Gate Farm. As such, when this option was compared to retaining the existing link that takes M60 eastbound traffic directly to the junction 18 signalised junction, the Applicant considered that few benefits would be realised compared with the additional costs and overall value for money. For motorists joining at junction 17, who wish to access the M60 southbound, they will not need to move lanes as they can stay in the left most lane. M60 eastbound traffic, already on the M60 upstream of junction 17, will make two lane change movements to access the M60 southbound and one lane change to access the M66 northbound. A new traffic signing, and road marking design has been developed to ensure the Scheme operates as safely as possible. Advance Direction Signs will be provided along with new road markings, including destination markings in lanes to allow drivers to understand the new junction layout and to choose the correct lane for their required movement. These two methods combined will reduce the likelihood of late lane changes and driver confusion. The Applicant will also work closely with mapping companies and satellite navigation providers to ensure that links, lane suggestions and route guidance is introduced in a timely fashion in line with Scheme opening. The layout can be viewed in the General Arrangement Plans (TR010064/APP/2.2). The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'.

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Respondent ID:	**Question**	**Response:**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
				In order to reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced and can be found at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan focuses on how the Scheme will reduce carbon emissions during the construction of the Scheme through measures such as potentially using electric (or alternative lower-carbon fuel) construction equipment instead of conventional diesel-powered construction plant and/or the use of low carbon materials. The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). There is little the Scheme can do to influence road user greenhouse gas emissions, therefore 'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050. The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
143	Q10	This is going to cause issue of induced demand on the motorway. Stop focussing on car-centric transport and invest in projects that will help real people (public transport improvements & access). Would you want to live next to a bigger, "better" motorway? I would much rather have a train running through my garden than more car infrastructure. At least that helps real people.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways *to "develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways

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				and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
144	Q10	A worse issue is Jun 15 for Trafford Centre, I would say that causes more delays and issues every hour of the day. Perhaps a better survey of people's journeys would give you a better understanding of where new roads need to be built. Otherwise we will end up with 7 lane highways like America.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). In line with the Road Investment Strategy announcements, improvements to junction 15 for the Trafford Centre are outside the scope of the Scheme. The Transport Assessment (TR010064/APP/7.4) sets out how we developed our traffic models to reflect the baseline traffic conditions as they were in 2018 and then how the 2018 model was used to forecast future conditions. The 2018 baseline traffic model was developed using various different data sources which includes traffic data (some of which was extracted from WebTRIS which provides traffic flow and journey time data accessible through the National Highways website), anonymous mobile phone data to understand travel patterns, digital maps, and Department for Transport guidance to mention a few. Using the 2018 baseline data, future forecast scenarios were developed as discussed in the Transport Assessment (TR010064/APP/7.4). The report includes details of model scenarios, modelled future years, local developments and how we predicted the future growth. The future year traffic growth was taken from Department for Transport's National Trip End Model Forecasts and the government's projection of future traffic, the National Road Traffic Projections (2022). Therefore, any increases in traffic due to either local developments or natural background growth will have been accounted in the modelling through the Department for Transport's traffic growth predictions. As per Department for Transport, Transport Analysis Guidance, modelling work has been undertaken to understand how the Scheme is likely to perform using Department for Transport's traffic forecasts. Three future year traffic models were developed which were also used to undertake the economic and environmental assessments. The traffic models were developed for 2029 (Scheme opening year), 2044 (Scheme design year, 15 years after Scheme opening) and 2061 (the final year for which Department for Transport has published traffic growth forecast). The traffic models were developed using the Department for Transport's National Trip End Model, which considers national projections in population, employment, housing, car ownership and trip rates. The National Trip End Model forecasts an increase in traffic rather than a reduction (within Greater Manchester around 9% from 2018-2029, 15% from 2018-2044 and 20% from 2018-2061) and this is likely to contribute to increases in delay/congestion in the vicinity of M60 junction 18. If nothing is done, congestion will increase on routes around M60 junction 18 and the major road network, thus the Scheme is required to resolve the identified traffic related problems.

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Respondent ID:	**Question**	**Response:**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
145	Q10	Environment is already spoilt with constant roadworks, motorway noise. etc. Animals constantly being disturbed and made homeless. Value of houses going down due to constant building and motorway plans! Nobody around this area wants these plans to go ahead.	N	The Applicant recognises that much of the area is within a Noise Important Area, which designates those locations experiencing the highest noise levels. Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) sets out the noise assessment based on the Scheme design which forms the application for development consent. Noise mitigation measures are considered in the order of source/path/receptor, with examples of mitigation at source being road surfacing and path including noise barriers or earth bunds. This is because noise mitigation at source benefits a wider area then the other forms of mitigation. The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.

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Respondent ID:	**Question**	**Response:**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
148	Q10	Don't not do it!!!	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
149	Q10	I think it should be made clearer the actual impact on surrounding properties and heat protection help etc will be given to people living here. Lorries driving up and down Ross Avenue causes considerable vibration already and this is only going to be made worse.	N	The Applicant confirms with regards to Ross Avenue and the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
150	Q10	I would like to receive compensation for all the stress and anxiety these improvements will cause and for reducing the value of my property. Additionally, since we moved opposite the motorway, my husband has had cancer 3 times. He doesn't smoke and doesn't	N	The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is

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		drink and I can't help thinking living near the motorway has contributed to his condition.		to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme. Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.
151	Q10	After years of disruption with a proposal for a 4th lane to the M60 which was finally shelved at a cost of millions; plus millions spent on smart motorway and the disruption - now many more years proposed of the same. Thought goal and climate change issue should focus on traffic reduction, not making more lanes for more road traffic! This is not for the benefit of local people.	N	The Applicant has developed the construction methodology in relation to the current design of the Scheme and the space available on the existing network. The length of the programme is driven by the intention to retain the existing number of traffic lanes open on the M60 / M66 / M62 during construction, to minimise the impact of construction on traffic. Maintaining the existing number of lanes on the network will mean there is little available working space during the daytime, which means we will need to introduce nighttime closures on the M60 / M66 / M62. The traffic management strategy, which gives an overview of the phases and the required network closures during construction, can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Traffic Management Plan (TR010064/APP/7.5) sets out the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes. The Outline Traffic Management Plan (TR010064/APP/7.5) will be developed into the Traffic Management Plan for implementation during construction and secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1). The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions

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				because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. In order to reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced and can be found at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan focuses on how the Scheme will reduce carbon emissions during the construction of the Scheme through measures such as potentially using electric (or alternative lower-carbon fuel) construction equipment instead of conventional diesel-powered construction plant and/or the use of low carbon materials. The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). There is little the Scheme can do to influence road user greenhouse gas emissions, therefore 'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050. The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
154	Q10	The current road layout is congested in rush hours, due to drivers traveling down the right hand lanes then stopping to move in to the left lanes at the last minute to jump the queues which in turn causes the	N	The Applicant confirms that what the respondent describes is known as "swooping" which is vehicles making late lane changes to take exits from motorways, despite advanced signage and road markings, some motorists still perform these dangerous and aggressive movements. Unfortunately, cameras alone would not be sufficient to detect and prosecute this type of behaviour. This can only be policed, enforced, or prosecuted by police officers

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		lanes onto the M66 to come to stand still, causing the congestion, to resolve this lane change cameras and fines should remove this selfish behaviour and allow free flowing of the junction for those traveling straight on, since the proposal still has those on M60 heading to Bury, turning onto M62 towards Leeds still have to travel round the roundabout, so these queues will still exist and the queue jumpers will still act selfishly		who witness this behaviour and consider it to be dangerous driving and be in contravention to the law. However, the Applicant aims to mitigate this behaviour through the provision of new gantries with advanced direction signs along with new road markings advising which lanes motorists need to be in for their required destination, but this will still require motorists to pay attention to the instructions given. Further details on the position of the new gantries can be found on the General Arrangement Plans (TR010064/APP/2.2) and Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). The M60 northbound diverge will be modified as part of the Scheme to cater for the forecasted traffic demand in the design year, 2044 (fifteen years following road opening). Lane 1 and 2 of the diverge will direct traffic towards the M60 westbound with lane 3 directing traffic towards the Simister Island signalised junction, to then access the M62 eastbound. The M60 northbound to M62 eastbound connection will see benefits through the addition of the new M60 eastbound to M60 southbound link (Northern Loop). The link removes all traffic travelling M60 eastbound to M60 southbound from the circulatory and removes a set of traffic signals. With this reduction in demand on the circulatory, traffic travelling to and from other directions will be able to flow more freely with modified traffic signal timings and released capacity. Further details of the benefits the Scheme will deliver can be found in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
158	Q10	We would rather this work did not take place but know that it probably will.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
159	Q10	National highways should be abolished They don't do anything to help motorist they just hinder them	N	The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).

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162	Q10	We need access via Griffe Lane (which is a private lane) to our property and also have financial responsibility for the upkeep of the area along with other properties along Griffe Lane. This is also a single lane access road and unsuitable for temporary compound of any description. There is a 2.5t weight limit on Griffe Lane.	Y	The Applicant can confirm that access is required from Griffe Lane for the construction of Pond 2 (as shown on the Scheme General Arrangement Plans (TR010064/APP/2.2). This activity will require a small compound and construction traffic using Griffe Lane will be managed appropriately to minimise the impact upon the road itself and any nearby receptors. An assessment will be undertaken prior to the start of construction on the requirement for pedestrian and traffic management, which would aim to reduce the risk to vehicles or pedestrians during construction works. Once constructed, drainage ponds will only need to be accessed for routine maintenance and in the event of emergencies such as spillage events on the motorway network. The Applicant has reviewed Bury Metropolitan Borough Council records for information on the stated 2.5t weight limit on Griffe Lane, however there is no information presently available in relation to this. Risk assessments and method statements will be undertaken for all operations associated with Pond 2 construction activities. The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
163	Q10	We need access via Griffe Lane (which is a private lane) to our property and also have financial responsibility for the upkeep of the area along with other properties along Griffe Lane. This is also a single lane access road and unsuitable for temporary compound of any description. There is a 2.5t weight limit on Griffe Lane.	N	The Applicant can confirm that access is required from Griffe Lane for the construction of Pond 2 (as shown on the Scheme General Arrangement Plans (TR010064/APP/2.2). This activity will require a small compound and construction traffic using Griffe Lane will be managed appropriately to minimise the impact upon the road itself and any nearby receptors. An assessment will be undertaken prior to the start of construction on the requirement for pedestrian and traffic management, which would aim to reduce the risk to vehicles or pedestrians during construction works. Once constructed, drainage ponds will only need to be accessed for routine maintenance and in the event of emergencies such as spillage events on the motorway network. The Applicant has reviewed Bury Metropolitan Borough Council records for information on the stated 2.5t weight limit on Griffe Lane, however there is no information presently available in relation to this. Risk assessments and method statements will be undertaken for all operations associated with Pond 2 construction activities. The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
166	Q10	BUILD HOUSES SOMEWHERE ELSE where the infrastructure is new, divert the existing traffic to a new motorway further east.	N	The Applicant is unable to comment on house building policy which is the responsibility of Bury Metropolitan Borough Council. The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the

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				critical junction for the traffic heading eastwards over the Pennines". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme does not aim to reduce traffic, it seeks to improve these issues and reduce congestion through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). In order to construct an entirely new strategic route offline of the M60 orbital in north Manchester would require a significant budget and would need to generate substantial benefits to meet the government's funding conditions in terms of benefit-cost ratio. Additionally, a scheme of this nature would potentially have significant impacts for the surrounding area in terms of land take and environmental impacts.
168	Q10	Ditto 9	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). In line with the Road Investment Strategy announcements improvement of other areas of the M60, such as those mentioned, are not within the scope of the Scheme.
173	Q10	Waste of time and resources, causing disruption without fixing the real issue.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods.

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				These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
174	Q10	Don't do it	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
175	Q10	Please see my comment on the need to have and retain hard shoulders lanes on motorways	N	The Applicant confirms that the design for the M60 junction 17 to junction 18 includes a hard shoulder. The existing hard shoulder will be converted into a running lane to provide five lanes in each direction, with a new hard shoulder also being provided. Further details can be found on the General Arrangement Plans (TR010064/APP/2.2).
184	Q10	The traffic light free slip road from M62 Westbound to M60 Southbound must be preserved and ideally the length of the junction between that and the traffic leaving the roundabout increased or, preferably, guided into different lanes. Reason being that if you are using the slip road just after the traffic lights have changed releasing slower, compressed traffic, then it results in a fairly fraught joining experience - especially for the unprepared	N	The Applicant will retain the direct link from M62 westbound to M60 southbound as part of the Scheme. The vehicles who previously used the junction 18 roundabout to transition from the M60 eastbound to M60 southbound will now use the new Northern Loop link. Additionally, the southbound connection from the junction 18 roundabout will be closed. Therefore, the issue identified will no longer be present. Further details can be found on the General Arrangement Plans (TR010064/APP/2.2).
187	Q10	Totally do not agree adding another lane as Hard Shoulder. You'll just turn it into another stretch.	N	The Applicant confirms that the design for the M60 junction 17 to junction 18 includes a hard shoulder. The existing hard shoulder will be converted into a running lane to provide five lanes in each direction, with a new hard shoulder also being provided. Further details can be found on the General Arrangement Plans (TR010064/APP/2.2). The Government cancelled plans for new All-Lane running schemes, additionally the constraints within the junction 17 to junction 18 corridor would prevent conversion to a running lane.
188	Q10	I'm less bothered about the short term impact during construction but harbour grave concerns around the noise, vibration and air quality near my property in the longer term. Will I be compensated for loss of value to my property or loss of rental income from	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human

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		disgruntled tenants?		health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
189	Q10	The ongoing motorway works over the past few years are very disruptive at night, this is only going to add to that. To preserve the village in Simister, more trees along the motorway need planting to reduce the already high levels of noise pollution on the playground in Simister & for residents and wildlife.	N	The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1

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				and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working impacting Warwick Avenue during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
190	Q10	I would like to know how this will impact on the value of property. What specific impacts it will have on my daily life and engagement of my flat. What specifically will be done regulate the noise, vibration reduction where I live.	N	The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme. The Applicant has undertaken an environmental impact assessment which is set out in the Environmental Statement (TR010064/APP/6.1) which accompanies the application for development consent. The Environmental Statement sets out how the Applicant has considered the environmental impacts as a result of the Scheme and the measures to mitigate those impacts. The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface

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				to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.
193	Q10	As I said at the consultation over the smart motorway, there are two problems on the M60/M62. These are: 1. Simister Island which these proposals are to alleviate 2. Junction 13 & Junction 12 where cars are getting in the way due to closeness of the junction. There is another major problem on the M61 after the junction by Kersley approaching the M60. Bad signage as regards the road going from 3 lane to 2 lanes. If you solve points 2 & 3 you should have improved all the motorways in the area.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). In line with the Road Investment Strategy announcements improvements to other areas of the M60, such as at junction 12 and junction 13 of the M60; and M61 near Kersley, are not within the scope of the Scheme.
195	Q10	I would like to understand the temporary impacts on public rights of way around Pond 6. I regularly use the park that connects Phillips Park Road East and West and the footbridge over to Phillips park. Will this remain open throughout?	Y	The Applicant confirms that Pond 6 and the public rights of way in the area, there will be no impact as a result of a significant change to the drainage strategy following Statutory Consultation. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme. This change will remove the impacts on the public rights of way around pond 6. Further details can be found in Chapter 5 of the Consultation Report (TR010064/APP/5.1). Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
198	Q10	Get it built.	N	The Applicant plans to submit the development consent application to the Secretary of State for Transport (via the Planning Inspectorate) in early 2024. If the development consent application is accepted for examination, it will be independently examined by an Examining Authority, appointed by the Secretary of State, who following the examination will make their recommendation to the Secretary of State on whether the application should be granted. Subject to successful grant of the application for development consent, construction is due to start at the end of 2025 with a circa three and a half year duration resulting in Scheme completion in early 2029, as outlined in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1).
204	Q10	Following the works to make the M60 into a smart motorway the west bound carriage way when exiting at Jct 17 floods during heavy rain, causing the carriage way to be closed, are you aware of this and is it going to be addressed.	N	The Applicant confirms the Scheme includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during operation of the Scheme.

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209	Q10	I would to be informed of all decisions/consultations	N	The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Respondents are able to sign up for updates via the Applicant's Scheme website. This will enable them to receive updates at key milestones such as confirmation the application for development consent has been accepted for examination by the Planning Inspectorate. Respondents can also register as an Interested Party on the Scheme webpage of the National Infrastructure Planning website following acceptance of the application for development consent for examination. Further details will be publicised at that time in local newspapers as well as on the Applicant's Scheme website.
214	Q10	The financial cost to House owners in the Trees Estate and associated development has not been acknowledged by any of the provided by National Highways. Several years ago another scheme was suggested to widen the the motorway in the same area. This suggestion was met with large scale condemnation by local residents. The effect on property prices in the area was nothing short of catastrophic; my house had been valued at £56 000, 3 days after the proposals had been announced to the public I asked for a new valuation by a local estate agent, the new valuation was £34 000 this was a massive loss in value of 39%.	Y	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
221	Q10	I would prefer it if this scheme did not go ahead but as it probably will, I hope that the noise, especially at night, will be kept to a minimum and will not go on for too long. Also, you will respect the residents of Simister Village and not have heavy vehicles driving through the village.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport

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				Assessment (TR010064/APP/7.4). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working impacting Warwick Avenue during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Outline Traffic Management Plan (TR010064/APP/7.5) details the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to

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				the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes where possible. The Outline Traffic Management Plan (TR010064/APP/7.5) will be developed into the Traffic Management Plan for implementation during construction and secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1).
226	Q10	I feel it is wrong taking more green belt areas, filling them with concrete extending overloading motorways with more pollution instead of using common sense for a better solution. I've watched out land shrinking. Beautiful old trees cut down making way for our man made concrete jungles. It's the end of our planet Earth with wonderful seasons, and wildlife all disappearing with climate change. Human beings are our worst threat to planet Earth, that through ignorance is disappearing for sure. Please think of our younger generations, do we want them to inherit out mistakes? I do hope there's somewhere else out there in the great universe where we can start destroying again x (Amen).	N	The Applicant acknowledges the concerns around green belt farmland and the impacts of construction on the landscape and visual impacts. A Landscape and Visual Impact Assessment has been undertaken and is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment considered the impacts of the Northern Loop during the construction and operational phases of the Scheme. The environmental design shown on Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and also to provide landscape integration of the Northern Loop. The assessment has concluded that there would be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has maximised the opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18. The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural

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				environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. In order to reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced and can be found at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan focuses on how the Scheme will reduce carbon emissions during the construction of the Scheme through measures such as potentially using electric (or alternative lower-carbon fuel) construction equipment instead of conventional diesel-powered construction plant and/or the use of low carbon materials. The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). There is little the Scheme can do to influence road user greenhouse gas emissions, therefore 'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050.
227	Q10	Hate the idea of extending existing motorway, with	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as

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		more traffic comes more pollution, loss of "Englands green and precious lands", not to mention wildlife who depends on these fewer and fewer green belts. Please think it over, there are much better solutions like for instance cheaper public transport, more of it will reduce volume of traffic on our roads. Thank you for listening.		one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant acknowledges the concerns around green belt farmland and the impacts of construction on the landscape and visual impacts. A Landscape and Visual Impact Assessment has been undertaken and is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment considered the impacts of the Northern Loop during the construction and operational phases of the Scheme. The environmental design shown on Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and also to provide landscape integration of the Northern Loop. The assessment has concluded that there would be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has maximised the opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction18. The Applicant has undertaken a detailed assessment of biodiversity as part of the environmental impact assessment for construction and operation of the Scheme as set out in Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1). This provides a full assessment of the effects of the construction and operation of the Scheme on wildlife and the habitats they rely upon. This includes several different types of wildlife including birds, badgers, and other small animals. Appendix 8.6 Breeding Bird Survey Report and Appendix 8.7 Wintering Bird Survey Report of the Environmental Statement Appendices (TR010064/APP/6.3) address breeding birds and wintering birds, respectively. With implementation of mitigation (as outlined within Register of Environmental Actions and Commitments within

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				the First Iteration Environmental Management Plan (TR010064/APP/6.5), no significant effects are predicted for any biodiversity receptor. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
228	Q10	Can you guarantee that you will protect the area during and after, and leave it in a better state. Will you guarantee new trees of a substantial size to encourage the wildlife back. Can you guarantee the same will not happen as it did 29 years ago, ruining the whole community.	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken an Arboricultural Impact Assessment and is included in Appendix 7.5 Arboricultural Impact Assessment of the Environmental Statement Appendices (TR010064/APP/6.3). An iterative process has been undertaken to refine the Scheme design to avoid tree loss where possible. The Arboricultural Impact Assessment covers trees and woodland that could be affected by the Scheme and Figure 7.5.1 Tree Constraints Plan and Figure 7.5.2: Tree Removal Plan, at Annex A of Appendix 7.5 of the Environmental Statement Appendices show the locations of trees within the Order Limits, and those currently at risk of removal. The Arboricultural Impact Assessment also includes recommendations for tree protection measures during the construction phase. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) states that an Arboricultural Method Statement will be produced at the detailed design stage to detail how existing trees within temporary working areas will be protected. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a detailed assessment of biodiversity as part of the environmental impact assessment for construction and operation of the Scheme as set out in Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1). This provides a full assessment of the effects of the construction and operation of the Scheme on wildlife and the habitats they rely upon. This includes several different types of wildlife including birds, badgers, and other small animals. Appendix 8.6 Breeding Bird Survey Report and Appendix 8.7 Wintering Bird Survey Report of the Environmental Statement Appendices (TR010064/APP/6.3)

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				address breeding birds and wintering birds, respectively. The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. With implementation of mitigation (as outlined within Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5), no significant effects are predicted for any biodiversity receptor. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1).
236	Q10	As a Whitefield resident for many years, I remember the negative impact the last proposal had on the community. I feel insufficient measures, based upon cost, have failed to consider the impact on residents along Phillips Park Road East.	N	The Applicant confirms with regards to Philips Park Road East and the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
237	Q10	Having lived here for almost 40 years I put up with pollution, noise etc especially when work went on at night time. For me it meant moving from one room to another, impossible to get a good sleep. Now it's 2023 and I'm back to the bad days again, more noise pollution, water problems and possible losing some of my small garden and the trees which is very	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme

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		important to me. I also lost my husband to lung cancer, I belive pollution was part of the problem. I don't understand a lot of which is going on with the proposed work, but I disagree for the above problems.		has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e. an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e. some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5, Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11, Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence

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				of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11, Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11, Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working impacting Warwick Avenue during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). With regards to temporary use of some gardens, this is where the Applicant proposes new highway infrastructure such as drainage, road barriers, street lighting, technology etc. As a result of this work the Applicant may need to undertake works to the existing environmental barrier; this would require some form of temporary access to the rear of the barrier into the property's garden. Whilst the Applicant will make every effort to avoid having to encroach into garden land and carry out tree clearance works, there may be a possibility that due to the location of our widening works and the condition of existing environmental barriers, the Applicant may need to temporarily remove the existing environmental barriers to carry out our construction works and then replace them. In some instances, some vegetation clearance works maybe required to allow the installation/replacement of the environmental barrier. Any trees that are cleared would be replaced with new planting where practicable. Work areas will be secured using temporary fencing to ensure that resident's safety is not compromised during the installation of permanent infrastructure adjacent to gardens. The extent of the temporary land (coloured green) required can be found on the Land Plans (TR010064/APP/2.3) The Applicant has undertaken an Arboricultural Impact Assessment and is included in Appendix 7.5 Arboricultural Impact Assessment of the Environmental Statement Appendices (TR010064/APP/6.3). An iterative process has been undertaken to refine the Scheme design to avoid tree loss where possible. The Arboricultural Impact Assessment covers trees and woodland that could be affected by the Scheme and Figure 7.5.1 Tree Constraints

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				Plan and Figure 7.5.2: Tree Removal Plan, at Annex A of Appendix 7.5 of the Environmental Statement Appendices show the locations of trees within the Order Limits, and those currently at risk of removal. The Arboricultural Impact Assessment also includes recommendations for tree protection measures during the construction phase. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) states that an Arboricultural Method Statement will be produced at the detailed design stage to detail how existing trees within temporary working areas will be protected. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
238	Q10	I feel the area will change a lot and it may help those using the motorway but it will have a negative impact on those living near it and if the smart work done on the motorway is anything to go by, it will not be kept in a decent state.	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
240	Q10	Have you ever considered that this might be a total waste of money.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3, Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods.

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				These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
243	Q10	Just hurry up and get it done. I'm really sick of it already.	N	The Applicant confirms that the Scheme is classified as a Nationally Significant Infrastructure Project as set out in the Planning Act 2008. Therefore, in order to construct, operate and maintain the Scheme, the Applicant is required to make an application for development consent to the Secretary of State for Transport. The Applicant plans to submit the development consent application to the Secretary of State for Transport (via the Planning Inspectorate) in early 2024. If the development consent application is accepted for examination, it will be independently examined by an Examining Authority, appointed by the Secretary of State, who following the examination will make their recommendation to the Secretary of State on whether the application should be granted. Subject to successful grant of the application for development consent, construction is due to start at the end of 2025 with a circa three and a half year duration resulting in Scheme completion in early 2029, as outlined in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1).
253	Q10	I believe the Scheme will significantly increase traffic, pollution and carbon emissions and will impact GM's ability to meet its targets (for carbon emissions, nature's recovery, air pollution, etc) The Scheme is not a sustainable solution. It will not support modal shift from road to rail/water for freight transport. It will not support modal shift from road to public transport/active travel for car users. Costs are estimated at between £260m-£340m for the Scheme itself, but there are potential additional transport interventions which would take the costs significantly over this figure - the funding would be better spent on sustainable transport options for Greater Manchester (public transport and sustainable freight). A more cost effective use of tax payers money would be to fix the part of the M60 which causes the most traffic problems, which is Worsley Junction. I travel on the M60 most days and it doesn't matter what time of day I travel the issue is at worsley M60 junction 13, not Simister Island.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). In line with the RIS announcements Improvements to other areas of the M60, such as at Worsley, are not within the scope of the Scheme. The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways

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		There is no information about the carbon emissions caused by the construction of the Scheme, nor the total additional carbon emissions over the lifetime of the Scheme. There is no assessment of Green Belt Harm. There is no road accident information.		and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives. The Preliminary Environmental Information Report (see Annex L of the Consultation Report Annexes (TR010064/APP/6.5) was produced for statutory consultation held between 15 February 2023 and 28 March 2023 to allow informed responses from a wide range of stakeholders, including the general public. It was based on the Scheme design known at that time and the likely environmental impacts as a result of the Scheme. The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. Construction of the Scheme will be undertaken in accordance with the First Iteration Environmental Management Plan (TR010064/APP/6.5) which details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. In order to reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced and can be found at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan focuses on how the Scheme will reduce carbon emissions during the construction of the Scheme through measures such as potentially using electric (or alternative lower-carbon fuel) construction equipment instead of conventional diesel-powered construction plant and/or the use of low carbon materials. The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). There is little the Scheme can do to influence road user greenhouse gas emissions, therefore 'Decarbonising

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				Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050. The Applicant acknowledges the concerns around green belt farmland and the impacts of construction on the landscape and visual impacts. A Landscape and Visual Impact Assessment has been undertaken and is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment considered the impacts of the Northern Loop during the construction and operational phases of the Scheme. The environmental design shown on Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and also to provide landscape integration of the Northern Loop. The assessment has concluded that there would be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has maximised the opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction18. A traffic signing and road marking design has been developed to ensure the Scheme operates as safely as possible. Advance Direction Signs will be provided along with new road markings, including destination markings in lanes to allow drivers to understand the new junction layout and to choose the correct lane for their required movement. These two methods combined will reduce the likelihood of late lane changes and driver confusion. The Applicant will also work closely with mapping companies and satellite navigation providers to ensure that links, lane suggestions and route guidance is introduced in a timely fashion in line with Scheme opening. The layout can be viewed in the General Arrangement Plans (TR010064/APP/2.2). During the five-year period from January 2017 to December 2021, there were three collisions on the circulatory carriageway, one of which involved a side swipe collision. This side swipe collision resulted in one slight injury. The other two collisions were both rear end shunts and resulted in one fatality and one slight injury. The rear end shunts were likely due to congestion and as congestion will be reduced by the Scheme, that collisions of this type will also be reduced as a result. Other than drivers travelling clockwise around the M60, drivers who are used to using the circulatory carriageway will still be able to do so in a similar manner as existing. Further details about the accident analysis undertaken can be found in the Transport Assessment (TR010064/APP/7.4).
254	Q10	Consideration must be a priority for local residents, especially on the case of the Trees Estate.	N	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the

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				Consultation Report (TR010064/APP/5.1).
255	Q10	Concerns as my stable and horses are adjacent to the Scheme: access disruption to look after and ride out horses health affected by air/noise and light pollution 24 hours Land and water affects the contamination or flooding	N	The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. It considers impacts on agricultural land holdings (including stables) in terms of permanent and/or temporary land take requirements. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally. The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust

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				Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant confirms that due to the junction layout and the short distances between junctions on the M60 all sections of the Scheme will either remain lit or will be provided with new lighting in accordance with National Highways' Design Manual for Roads and Bridges standards and specified to mitigate, as far as practicable, light spill from the carriageway. This will include installation of "hoods" on the lights where necessary. A brief assessment of the visual effects from street lighting and from car headlights are addressed as part of the visual impact assessment in Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The Scheme design includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The ponds are also required for water treatment. A detailed assessment of water quality has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Appendix 13.2. Water Quality Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). The assessment specifically looks at the issues arising from routine runoff from the road surface during operation. The assessment of potential impacts uses the Highways England Water Risk Assessment Tool, as detailed in

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				National Highways' Design Manual for Roads and Bridges LA 113. Highways England Water Risk Assessment Tool is a multi-step approach to assess the impacts of pollutants. Where impacts are identified recommendations to include Sustainable Drainage Systems have been incorporated into the design. Sustainable Drainage Systems (swales, attenuation ponds etc.) allow the water from the highway to be treated before being released. The results of the assessments suggest that all discharges from the Scheme are below the environmental quality standard thresholds for water quality therefore indicating that the risk of pollution is low.
256	Q10	I am most concerned about the proposed route to enter The Whitefield Trees Estate to carry out drainage of the pond situated on land owned by Whitefield Golf Club adjacent to Ross Ave, Westlands and Phillips Park Road East. Air & Noise pollution would damage plants and animals. For property in the vicinity, this can only mean a loss of equity value. Road surfaces would suffer erosion on the proposed route for the drainage of pond 6.	Y	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
257	Q10	My horses stables and fields are next door to the proposed scheme. Concerns - Disruption to access and the ability to look after them and to ride out. Welfare of my horses due to constant disturbance, air and noise pollution and light pollution 24 hours a day. Land and water affects re contamination or flooding.	N	The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. It considers impacts on agricultural land holdings (including stables) in terms of permanent and/or temporary land take requirements. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally. The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the

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				environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant confirms that due to the junction layout and the short distances between junctions on the M60 all sections of the Scheme will either remain lit or will be provided with new lighting in accordance with National Highways' Design Manual for Roads and Bridges standards and specified to mitigate, as far as practicable, light spill from the carriageway. This will include installation of "hoods" on the lights where necessary. A brief assessment of the visual effects from street lighting and from car headlights are addressed as part of the visual impact assessment in Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The Scheme design includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change.

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				Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The ponds are also required for water treatment. A detailed assessment of water quality has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Appendix 13.2. Water quality assessment report of the Environmental Statement (TR010064/APP/6.3). The assessment specifically looks at the issues arising from routine runoff from the road surface during operation. The assessment of potential impacts uses the Highways England Water Risk Assessment Tool, as detailed in National Highways' Design Manual for Roads and Bridges LA 113. Highways England Water Risk Assessment Tool is a multi-step approach to assess the impacts of pollutants. Where impacts are identified recommendations to include Sustainable Drainage Systems have been incorporated into the design. Sustainable Drainage Systems (swales, attenuation ponds etc.) allow the water from the highway to be treated before being released. The results of the assessments suggest that all discharges from the Scheme are below the environmental quality standard thresholds for water quality.
258	Q10	Until Eccles and Worsley Junction sorted out, problem will stay at Simister Island. Instead of ponds sort drains out, as drains are not cleaned out or ditches & brooks in forty years,	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). In line with the Road Investment Strategy announcements improvements to other areas of the M60, such as at Worsley and Eccles, are not within the scope of the Scheme. The Scheme design includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme.

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				The Applicant cannot comment on previous maintenance, however, is committed and obligated to ensure that a maintenance programme is in place during the operation of the Scheme. This will include a programme of regular and occasional maintenance.
259	Q10	Too many vague or wait-and-see answers given when I attended the "open event".	N	The Applicant acknowledges the comments received.
260	Q10	The amount of work carried out at night is endless if it's not major projects, it's routine maintenance all night under my bedroom window. This is having a detrimental impact on my mental and physical health. I can be sat in 20 lanes of standing traffic at peak times and now you work to add 2 more. Diversions cause truckstop at the side of my property all night long it is horrendous. I have many more concerns and can't voice enough how much this impacts every part of daily lives.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant confirms the current programme is based on the intention to avoid reducing the capacity of the strategic road network during the daytime where possible. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific measures to be implemented during construction. The Outline Traffic Management Plan (TR010064/APP/7.5) details the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes where possible. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working impacting Warwick Avenue during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First

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				Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.
262	Q10	Regarding access to Pond 6 - access should NOT be via Chestnut Avenue via residential streets, I understand a temporary access road both on and off the motorway network is being considered which would be far less disruptive.	Y	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5/1).
264	Q10	My comments have already been covered in previous responses. It would appear from the literature provided that a lot of the problems with carrying out the works have been addressed, but need more refining. Particularly in relation to Air quality, Noise attenuation and impacts on local residents in the vicinity of the works.	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister,

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				due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
265	Q10	Please consider changing the status of the public rights of way for horse riders and cyclists. There are over 100 horses stabled in Simister and we have very limited access to safe off road routes.	N	The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1).

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				The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network. However, in the early enabling works phase the local road network will be utilised for the establishment of the above accesses and egresses as well as a work area. This will minimise the impact to the local road network and horse-riding routes in the vicinity of Simister. The Applicant is unable to provide any additional off-road routes for horses. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes.
266	Q10	Lets make it happen quickly as this junction is already overloaded at busy periods.	N	The Applicant plans to submit the development consent application to the Secretary of State for Transport (via the Planning Inspectorate) in early 2024. If the development consent application is accepted for examination, it will be independently examined by an Examining Authority, appointed by the Secretary of State, who following the examination will make their recommendation to the Secretary of State on whether the application should be granted. Subject to successful grant of the application for development consent, construction is due to start at the end of 2025 with a circa three-and-a-half-year duration resulting in Scheme completion in early 2029, as outlined in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1).
268	Q10	this organisation needs a complete rethink of their approach to maintaining your network functionality. you can't use public money to support increasing car use and destroying the planet while we're in a climate emergency. how are you going to help actually reduce emissions long term??	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential

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				significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. In order to reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced and can be found at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan focuses on how the Scheme will reduce carbon emissions during the construction of the Scheme through measures such as potentially using electric (or alternative lower-carbon fuel) construction equipment instead of conventional diesel-powered construction plant and/or the use of low carbon materials. The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). There is little the Scheme can do to influence road user greenhouse gas emissions, therefore 'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050. The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
271	Q10	How long will the proposed plans take to be completed?	N	The Applicant plans to submit the development consent application to the Secretary of State for Transport (via the Planning Inspectorate) in early 2024. If the development consent application is accepted for examination, it will be independently examined by an Examining Authority, appointed by the Secretary of State, who following the examination will make their recommendation to the Secretary of State on whether the application should be granted. Subject to successful grant of the application for development consent, construction is due to start at the

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				end of 2025 with a circa three and a half year duration resulting in Scheme completion in early 2029, as outlined in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1).
272	Q10	Please keep the local residents informed of progress throughout the contract	N	The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
277	Q10	I reiterate, increased roads leads to increased traffic and thereafter biodiversity loss, air pollution worsening, taking and degrading land that is vital to mitigate climate change. There really should not be a proposal brought at this time of climate emergaency that seeks to increase road traffic. I am not citing any sources for these assertions as they are very well known and reasily available.	N	The Applicant confirms the Scheme was originally announced in the Government's Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme.

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				The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. In order to reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced and can be found at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan focuses on how the Scheme will reduce carbon emissions during the construction of the Scheme through measures such as potentially using electric (or alternative lower-carbon fuel) construction equipment instead of conventional diesel-powered construction plant and/or the use of low carbon materials. The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). There is little the Scheme can do to influence road user greenhouse gas emissions, therefore 'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight

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				and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050.
279	Q10	Being so close to the construction i am also concerned about the depreciation cost of the house & the possibility to sell the house within the time period of the work. Is there any compensation to local residents to cover this? Would you consider making improvements to properties to tackle issues from residents - i.e. providing new triple glazed windows to help with noise pollution. Dropping curbs & making driveways to move cars off road for access?	N	The Applicant confirms the current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction. The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners, which also includes during the construction period. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
281	Q10	This is a good proposal for the junction however the issue of congestion from 17 and the 62 are not limited to junction 18 , the bottle neck is actually the other way at the juncture of the m61 on the m60 and 17 joining to go anti clockwise in the mornings and evenings so this will aid traffic that actually flows in a reasonable if not unorthodox manner currently. Equally the bottle neck from the 62 into Manchester at Eccles which is a death trap. So some proposals for that junction need to be considered if the m60 really needs to be fit for capacity.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). In line with the Road Investment Strategy announcements improvements to other areas of the M60, such as junction 17 with the M62 and at Eccles, are not within the scope of the Scheme.
286	Q10	The people at the consultations weren't too helpful in	N	The Applicant distributed over 10,000 consultation brochures, response forms, FAQs and postcards providing

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		all honesty, they couldn't answer many of the questions I had which makes it difficult to accurately complete this online consultation. Many people on my estate hadn't even been informed of this work and when I raised this with one of your colleagues his reason was 'its hard to get the names and addresses of people'. More door to door work should have been done prior to this consultation. This is apparently the second stage of the consultation process but is the first time ive heard of the Simister island interchange. The first stage didn't reach that many people so I know a lot of residents felt like this was out of the blue. The additional work will also impact the extent to which people can sell their homes in the local estate. With years of work due, constant noise and increase air pollution, people may re consider buying property in the area which I think you need to consider for residents. Also, there is no concrete evidence about when you will be doing this work (weekends, bank holidays, evenings, nights etc). This information is vital for an honest public consultation.		information about the Scheme to the community on 10 February 2023 to ensure delivery on or before the start of the consultation on 15 February 2023. This included local residents, businesses, and special interest groups. The Applicant can confirm that the whole of Simister Village was included within this distribution. In addition, notices were published in The Bury Times on 2 and 9 February and the Jewish Telegraph on 3 and 10 February to publicise the consultation. Further details can be found in the Consultation Report (TR010064/APP/5.1). The Applicant plans to submit the development consent application to the Secretary of State for Transport (via the Planning Inspectorate) in early 2024. If the development consent application is accepted for examination, it will be independently examined by an Examining Authority, appointed by the Secretary of State, who following the examination will make their recommendation to the Secretary of State on whether the application should be granted. Subject to successful grant of the application for development consent, construction is due to start at the end of 2025 with a circa three and a half year duration resulting in Scheme completion in early 2029, as outlined in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1). The current construction programme of approximately three and half years, is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Nighttime working will be required on the network due to the limited working room available during daytime and to ensure that works can be carried out safely and efficiently. Some weekend working will be required where necessary to ensure efficient delivery of the programme and to undertake major works to the M60 and M66 which require full carriageway closures. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific measures to be implemented during construction. The Outline Traffic Management Plan (TR010064/APP/7.5) details the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes where possible. The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic

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				changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working impacting Warwick Avenue during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents.

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Respondent ID:	**Question**	**Response:**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
				The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
288	Q10	I think this scheme is needed but it will need to carefully consider if any changes are needed at J17 for the induced demand the scheme will create.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). In line with the Road Investment Strategy announcements improvements to junction 17, with the exception of the improvement of the eastbound merge and westbound diverge to tie into the newly widened section of M60, are not within the scope of the Scheme.
289	Q10	Yet once again I believe there has been no thought for people's home or livelihoods	N	The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.

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Respondent ID:	**Question**	**Response:**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
290	Q10	I completely agree with the proposal and it is a project that is long overdue	N	The Applicant acknowledges the comments received.
291	Q10	I think something further could be done to extend scheme benefits further at little cost as follows:- At the moment traffic merging from M62 west bound as it becomes M60 consists of many trucks, due to signage stating in follow up to junction the lorries have to avoid slow traffic from services & then slow traffic exiting via slip road lane to M60. The lorries occupy usually 3 lanes as they merge and stay there to avoid traffic joining from J19 direction. A high percentage of lorries stay there in all three lanes sometimes as far as J12 for the M62 as they are insecure as to whether they can pull in during heavy traffic. This introduces a 60mph limit for 3 out of 4 lanes. My suggestion is to identify one lane as a lorry lane/crawler lane on M62 leading up to J18 which ends in centre of J18, this would allow cars merging to M60 to overtake lorries in more lanes thus keeping 70mph flow. As the "lorry lane" ends there any traffic merging from J19 slip road would be able to join lane as usual as the lorry lane ends allowing trucks to get out of way.	N	The Applicant has undertaken a rigorous optioneering exercise which looked at various options for alleviating the problems on this stretch of the network. Options identified were assessed against their ability to meet the Scheme objectives whilst also offering value for money. The Applicant undertook an options consultation between 22 June 2020 and 17 August 2020 which sought public views on two options knowns as the Northern Loop and Inner Links. The outcome of the options consultation along with further assessments against their viability economically, environmentally, and operationally were undertaken. This resulted in the Northern Loop being identified as the preferred option and the Scheme which forms the application for development consent. Further details can be found in Chapter 3 of the Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1) and the Consultation Report (TR010064/APP/5.1). The implementation of a lorry / crawler lane on the M62 westbound between junction 19 to junction 18 has not been considered as part of the Scheme as it falls outside of the Order Limits. Designated lorry lanes are not covered within National Highways' Design Manual for Roads and Bridges standards and the M62 in this location does not meet the requirements for a climbing lane. Climbing lanes can be justified on gradients of 3% and above over distances of at least 500 metres, the M60 does not meet this criteria. Implementation of a designated lorry lane on the M60 will not reduce congestion and would significantly impact the flow of traffic in this area of the strategic road network. Normal motorway regulations apply in that HGVs are not permitted in the offside lane (lane 4 of the M62, lane 5 of the M60 westbound) as defined in rule 265 of the Highways Code.
292	Q10	upgrade the roundabout at jct 17 too.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). In line with the Road Investment Strategy announcements improvements to junction 17, with the exception of the improvement of the eastbound merge and westbound diverge to tie into the newly widened section of M60, are not within the scope of the Scheme.
293	Q10	I am the owner of [Anonymised] Rothay Close, Whitefield, [Anonymised], and live here with my wife and 10 year-old child. Rothay Close is a cul-de-sac that ends at the embankment of the eastbound M60 and I have sight of the motorway and Simister Island	Y	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and vibration of the Environmental Statement (TR010064/APP/6.1). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact

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		from the rear of my property. I am extremely concerned about and oppose the proposals for Simister Island, which will effectively double the size of the motorway on our side by adding an extra lane of motorway and a new hard shoulder, an elevated slip road from the M60 to the M66 and the addition of a drainage pond close to the rear of my property. The additional lane of motorway and hard shoulder will also be implemented on the opposite carriageway of the M60. My family will be significantly negatively affected by this proposal for the 4/5 years while the works are undertaken and the impact long after they are completed. The backdrop to my concerns and opposition are the impact on my family's physical and mental health and well-being, including financial well-being and the broken promises that were made for the M60 smart motorway upgrades, specifically around noise and night working, which resulted in several complaints to the Highways Agency at the time from my wife. The concerns I have are as follows:- 1) The impact on the physical and mental health of my family from effectively doubling the size of the motorway, increasing capacity and so vehicle exhaust pollution and noise pollution from vehicles and the maintenance work that will inevitably follow. The smart motorway upgrades resulted in significantly negative mental health impacts for my family due to sleepless nights because of the noise from night works. My child suffers from asthma and I am concerned what effect doubling the motorway size with the increased pollution from vehicle exhausts from the added vehicle capacity will have. 2) The impact of the additional noise from the 4/5 years the work will take and then from the effective doubling of the size of the motorway. Looking at the plans it will not just be the motorway where work will be undertaken, it appears that the		assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working impacting Warwick Avenue during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5)

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		embankment will have to be stripped back and the green belt farmland at the rear of my property has been compulsory purchased for the elevated slip road and the drainage pond. The trees along the embankment provide some relief from the motorway but the current noise mitigation measures from the motorway are extremely poor as it is. I am concerned that the trees will have to be stripped to enable the works and so we will have virtually no barrier from the noise of the motorway. There doesn't seem to be room to add another lane and hard shoulder on the eastbound carriageway of the M60. The only way it would seem possible would be to utilize the embankment. This would bring the motorway closer to my property, reduce the barrier of the embankment and increase noise pollution. To reduce the impact on the busy junction during the smart motorway upgrades, a great deal of the work was conducted overnight. This was unbearable and resulted in many sleepless nights and that did not involve building a slip road/bridge over the motorway. I bought my house in 2005 knowing it's location next to the M60 and the associated noise issues. I accepted the smart motorway upgrades as it was sold as having the ability to address the capacity issues, which was clearly untrue. I do not accept effectively doubling the size of the motorway. This will require me to explore triple glazing to minimize the noise from the motorway and will come at great expense. 3) The visual impact of the elevated slip road at the rear of my property across green belt land. The motorway and Simister Island is visible from the rear of my property but the impact of this is lessened by the green belt farmland between the rear of my property and the motorway. This proposal will remove that green barrier and will have a significant impact on our quality of life.		which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant acknowledges the concerns around green belt farmland and the impacts of construction on the landscape and visual impacts. A Landscape and Visual Impact Assessment has been undertaken and is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment considered the impacts of the Northern Loop during the construction and operational phases of the Scheme. The environmental design shown on Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and to provide landscape integration of the Northern Loop. The assessment has concluded that there would be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has maximised the opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18. The Applicant will be replacing the vegetation along the embankment with native trees and shrubs with a higher proportion of lower growing shrubs including evergreens, which should provide better screening in the future. The environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting. Indicative species mixes are provided in Appendix N Outline Landscape and Ecology Management Plan of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Landscape and Ecology Management Plan will be developed into the Landscape and Ecology Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). A series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044) to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the Environmental Statement Appendices (TR010064/APP/6.3). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme. The Scheme design includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for

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		4) The negative impact on the value of my home from effectively doubling the size of the motorway, the visual impact of the elevated slip road and the addition of a drainage pond. 5) A risk of flooding from the drainage pond that had never previously been a consideration. What will the capacity of these ponds be? What capacity will the ponds be filled to? The ponds are there to reduce the risk of flooding, where will the water be dispersed? What contingency is there to ensure that there is no flooding from the drainage ponds? 6) The additional costs of home insurance due to having a drainage pond within proximity of the rear of my home. I am required to disclose whether there is a water course within 400 metres of my property, this will be less than half that distance from the rear of my house. 7) The environmental impact of the works. Everything at the moment seems to be geared towards making the world carbon neutral and minimizing environmental impact. Doubling the size of a motorway does not seem to be in keeping with these environmental goals. At present our double glazed windows and doors do not provide sufficient barrier from the noise but we have learned to live with it. We are not able to have the windows open at night in the summer no matter how hot it gets because of the noise from the motorway. By effectively doubling the size of the motorway I see no option other than to instal triple glazed windows and doors, which during summer will make the warmer evenings even more unbearable. The farmland at the rear of my property is home to deer, foxes, small mammals and numerous species of birds so there will be loss of habitat for these animals. This will have a significant impact on our quality of life and mental health and well-being.		Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The ponds are also required for water treatment. A detailed assessment of water quality has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Appendix 13.2. Water Quality Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). The assessment specifically looks at the issues arising from routine runoff from the road surface during operation. The assessment of potential impacts uses the Highways England Water Risk Assessment Tool, as detailed in National Highways' Design Manual for Roads and Bridges LA 113. Highways England Water Risk Assessment Tool is a multi-step approach to assess the impacts of pollutants. Where impacts are identified recommendations to include Sustainable Drainage Systems have been incorporated into the design. Sustainable Drainage Systems (swales, attenuation ponds etc.) allow the water from the highway to be treated before being released. The results of the assessments suggest that all discharges from the Scheme are below the environmental quality standard thresholds for water quality. The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. In order to reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced and can be found at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan focuses on how the Scheme will reduce carbon emissions during the construction of the Scheme through measures such as potentially using electric (or alternative lower-carbon fuel) construction equipment instead of conventional diesel-powered construction plant and/or the use of low carbon materials. The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during

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		8) What provision has been made to financially compensate home owners affected by these works and how will any compensation be determined? As discussed above, as a minimum I will have to look at replacing my windows and doors with triple glazed units which will come at great financial cost but will also have an impact on our health and well-being during the warmer weather. The financial impact will be long term and so those, like me who will be significantly impacted by these works should expect to be well compensated. 9) How will these works affect the public right of access under the M60 from Heybrook Close to Parrenthorn Road. This is a key walking route for my child's school.		construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). There is little the Scheme can do to influence road user greenhouse gas emissions, therefore 'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050. The Applicant has undertaken an Arboricultural Impact Assessment and is included in Appendix 7.5 Arboricultural Impact Assessment of the Environmental Statement Appendices (TR010064/APP/6.3). An iterative process has been undertaken to refine the Scheme design to avoid tree loss where possible. The Arboricultural Impact Assessment covers trees and woodland that could be affected by the Scheme and Figure 7.5.1 Tree Constraints Plan and Figure 7.5.2: Tree Removal Plan, at Annex A of Appendix 7.5 of the Environmental Statement Appendices show the locations of trees within the Order Limits, and those currently at risk of removal. The Arboricultural Impact Assessment also includes recommendations for tree protection measures during the construction phase. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) states that an Arboricultural Method Statement will be produced at the detailed design stage to detail how existing trees within temporary working areas will be protected. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1).
294	Q10	There are other means of reducing congestion which would not be so damaging on the environment and	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive*

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		the health of individuals living nearby.		*improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives. The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Action and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed

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				the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.
295	Q10	The money for this project could be better utilized for public transport, local schools hospitals, or by offering help to buy electric car that will actually reduce pollution in the greater Manchester area that would be a great highway agency project . Me my family and generation of my family have contributed untold amounts of Tax revenue for the people of this country as have others and yet it is invested unwisely government after government agency after agency. Why is this ? Everyone I talk to in community understand the need for progression and improvement in our roads however the current state of road surfaces through out the country that have been neglected and left with pot holed road marking non existent, deployment of dangerous smart motorway that are under review how can the highway agency spend people's hard earned monies when the current road are in complete disrepair and are unsafe and have cause suffering to your fellow countryman.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both

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				assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
297	Q10	This survey is confusing. I'll believe this is by chance, thousands wouldn't.	N	The Applicant's consultation materials were intended to seek view and allow informed responses from a wide range of consultees including the general public, land interests affected by the Scheme, statutory bodies, for example, the Environmental Agency and Natural England, and the local authority (Bury Metropolitan Borough Council). Further details can be found in the Consultation Report (TR010064/APP.5.1). The Applicant distributed over 10,000 consultation brochures, response forms, FAQs and postcards providing information about the Scheme to the community on 10 February 2023 to ensure delivery on or before the start of the consultation on 15 February 2023. This included local residents, businesses, and special interest groups. In addition, notices were published in The Bury Times on 2 and 9 February and the Jewish Telegraph on 3 and 10 February to publicise the consultation. Information about the Scheme can also be found on the Applicant's website. Further details are available in the Consultation Report (TR010064/APP/5.1).
299	Q10	I received a letter that stated 'you have what we refer to in this letter as an interest in land' after completing the first questionnaire, which is misleading. I joined an event over the phone and asked about this and the advisor confirmed that houses on Kenilworth Avenue wouldn't have land removed from them - but the letter suggests otherwise.	N	The Applicant can confirm that no permanent land is required from properties on Kenilworth Avenue. Further details are provided on the Land Plans (TR010064/APP/2.3). The Applicant has appointed experts to design and construct the Scheme however as the Scheme is defined as an Nationally Significant Infrastructure Project under the Planning Act 2008 the Applicant is required to consult on the design of the Scheme with those living close to and directly impacted by the Scheme as well as other prescribed consultees, before an application for development consent can be made. The Applicant distributed over 10,000 consultation brochures, response forms, FAQs and postcards providing information about the Scheme to the community on 10 February 2023 to ensure delivery on or before the start of the consultation on 15 February 2023. This included local residents, businesses, and special interest groups. The Applicant can confirm that Kenilworth Avenue was included within this distribution. In addition, notices were published in The Bury Times on 2 and 9 February and the Jewish Telegraph on 3 and 10 February to publicise the consultation. Further details can be found in the Consultation Report (TR010064/APP/5.1)
300	Q10	The NGDV are supportive of all efforts to improve the effective operating capacity of this existing straegic highway network congestion point. As a local development stakeholder the NGDV would welcome the opportunity to be involced in future disalogue on the evolution of the proposals and how this might link to emerging improvement schemes at other immediate local motorway junctions.	N	The Applicant will keep nearby residents informed of forthcoming works. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
301	Q10	I'm concerned that the already oppressive noise in our area is going to get worse. Instead of dealing with the severe air and noise pollution in our area, National Highways is proposing to make it even worse by increasing traffic growth by adding additional lanes and hard shoulders to the M60 and M66. There is a lot of information missing from the Preliminary Environmental Information Report (PEIR) including the carbon emissions caused by the	N	The Preliminary Environmental Information Report (see Annex L of the Consultation Report Annexes (TR010064/APP/6.5)) was produced for statutory consultation held between 15 February 2023 and 28 March 2023 to allow informed responses from a wide range of stakeholders, including the general public. It was based on the Scheme design known at that time and the likely environmental impacts as a result of the Scheme. The Applicant has now undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic

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		construction of the Scheme, and the total additional carbon emissions over its lifetime caused by the extra traffic. I also brought to their attention at the consultation the fact that the sound level used in the PEIR were taken during lockdown. The PEIR doesn't address how the Scheme will effect green belt land (despite the majority of the Scheme lying in it) There will be a huge increase in traffic, carbon, and noise pollution for communities already suffering alongside the existing road, and would not lead to a decrease in air pollution.There are no definite plans for a sound barrier, or what one might look like. They said special tarmac could be used to deaden the noise, but that isn't confirmed. The motorway will be even closer than it already is, making the value of property decrease. Visually, the area will look worse and bring more pollution. There are absolutely no positives for local residents- the needs of random passing traffic is given more weight than the people who live here. This project flies in the face of current incentives and encouragement aimed at LESS traffic. Why is the government entertaining this project whilst simultaneously trying to persuade everyone to use their cars less? I also wish to add that at the consultation, my many questions and queries were supposedly going to be addressed by email. The representative I spoke to took down my details and made a comprehensive list of my concerns, promising someone would "get back to me" Nobody ever contacted me after that. I also received the consultation pack so late, I had missed the first consultations.		changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network

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				capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant acknowledges the concerns around green belt farmland and the impacts of construction on the landscape and visual impacts. A Landscape and Visual Impact Assessment has been undertaken and is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment considered the impacts of the Northern Loop during the construction and operational phases of the Scheme. The environmental design shown on Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and to provide landscape integration of the Northern Loop. The assessment has concluded that there would be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has maximised the opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18. The Applicant recognises that much of the area is within a Noise Important Area, which designates those locations experiencing the highest noise levels. Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) sets out the noise assessment based on the Scheme design which forms the application for development consent. Noise mitigation measures are considered in the order of source/path/receptor, with examples of mitigation at source being road surfacing and path including noise barriers or earth bunds. This is because noise mitigation at source benefits a wider area then the other forms of mitigation. The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required

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				for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant distributed over 10,000 consultation brochures, response forms, FAQs and postcards providing information about the Scheme to the community on 10 February 2023 to ensure delivery on or before the start of the consultation on 15 February 2023. This included local residents, businesses, and special interest groups. The Applicant can confirm that the whole of Simister Village was included within this distribution. In addition, notices were published in The Bury Times on 2 and 9 February and the Jewish Telegraph on 3 and 10 February to publicise the consultation. The Applicant can confirm that all queries from the respondent were addressed post consultation and an extension was allowed for the respondent to submit additional consultation feedback. Further details on the statutory consultation are available in the Consultation Report (TR010064/APP/5.1).
306	Q10	We would like to know specifically which trees are going to be removed along the M66 - No one could answer this question at the public consultation meeting we attended - Also what landscaping will be put in place where trees have been removed. It would be better to see a model or 3D image of the works.	N	The Applicant has undertaken an Arboricultural Impact Assessment and is included in Appendix 7.5 Arboricultural Impact Assessment of the Environmental Statement Appendices (TR010064/APP/6.3). An iterative process has been undertaken to refine the Scheme design to avoid tree loss where possible. The Arboricultural Impact Assessment covers trees and woodland that could be affected by the Scheme and Figure 7.5.1 Tree Constraints Plan and Figure 7.5.2: Tree Removal Plan, at Annex A of Appendix 7.5 of the Environmental Statement Appendices show the locations of trees within the Order Limits, and those currently at risk of removal. The Arboricultural Impact Assessment also includes recommendations for tree protection measures during the construction phase. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) states that an Arboricultural Method Statement will be produced at the detailed design stage to detail how existing trees within temporary working areas will be protected. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a Landscape and Visual Impact Assessment which is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment has looked at the impacts of the Northern Loop during the construction and operational phases. The environmental design shown on Figure 2.3 the Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and to provide landscape integration of the Northern Loop. The assessment has concluded that there will be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has aimed to maximise opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18 as a result of the Scheme. 3D models are not available however, a series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044) to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the Environmental Statement Appendices (TR010064/APP/6.3).

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309	Q10	Leave as is	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1).
313	Q10	I do not trust this will be completed on time, on budget, will have the effect you state and will cause damage to the local wildlife.	N	The Applicant plans to submit the development consent application to the Secretary of State for Transport (via the Planning Inspectorate) in early 2024. If the development consent application is accepted for examination, it will be independently examined by an Examining Authority, appointed by the Secretary of State, who following the examination will make their recommendation to the Secretary of State on whether the application should be granted. Subject to successful grant of the application for development consent, construction is due to start at the end of 2025 with a circa three and a half year duration resulting in Scheme completion in early 2029, as outlined in Chapter 2 The Scheme of the Environmental Statement (TR010064/APP/6.1). The current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction.

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				The Applicant has undertaken a detailed assessment of biodiversity as part of the environmental impact assessment for construction and operation of the Scheme as set out in Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1). This provides a full assessment of the effects of the construction and operation of the Scheme on wildlife and the habitats they rely upon. This includes several different types of wildlife including birds, badgers, and other small animals. Appendix 8.6 Breeding Bird Survey Report and Appendix 8.7 Wintering Bird Survey Report of the Environmental Statement Appendices (TR010064/APP/6.3) address breeding birds and wintering birds, respectively. The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. With implementation of mitigation (as outlined within Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5), no significant effects are predicted for any biodiversity receptor. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
315	Q10	The association feel there has been a huge lack of communication regarding the project and more could have been done to assist our members in understanding the full impacts of this project. Some of our members are residents in Simister Village and worryingly they didn't receive any documentation regarding the consultation and had to request a copy from your project team. It seems communication regarding this plan has been a failure on multiple aspects.	N	The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant distributed over 10,000 consultation brochures, response forms, FAQs and postcards providing information about the Scheme to the community on 10 February 2023 to ensure delivery on or before the start of the consultation on 15 February 2023. This included local residents, businesses, and special interest groups. The Applicant can confirm that the whole of Simister Village was included within this distribution. In addition, notices were published in The Bury Times on 2 and 9 February and the Jewish Telegraph on 3 and 10 February to publicise the consultation. Further details are available in the Consultation Report (TR010064/APP/5.1).
318	Q10	I am concerned that this stretch of motorway will see	N	The Applicant undertakes several internal procedures to ensure that the Scheme is being developed to be as

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		an increase in accidents as a result of the changes, especially when we have been informed there will only be an advisory speed limit on the loop. I think that there is a lot of money being wasted on this project which may / may not work - much like the design of the smart motorway which was supposed to fix issues such as congestion on the motorway (clearly it didn't work). Simister is currently a beautiful area which will end up being destroyed by projects like these. I also feel that communication and publication around the project has been appalling most residents in Simister were not aware of the meeting etc and more could have been done to reach out to the Simister Village Community Association before the consolation started not after.		safe as possible. They include the setting of safety objectives, consideration of all safety aspects of the Scheme by a team of road safety experts and reviewing the Scheme design by a team of independent road safety specialists. To set the safety objectives for the Scheme, consideration was given to the underlying change in collision and injury rates on comparable sections of the road network. Two sources of data were considered: collision data for the motorway network as a whole and the Smart Motorway Stocktake, a review of the safety performance of Smart motorways compared to other motorway types, to investigate if the performance of other sections of Controlled Motorways could be utilised. The collision data for the five-year period between 1 January 2010 to 31 December 2014 inclusive was analysed and compared to the data for the period 1 January 2019 to 31 December 2019. The analysis showed that the 2010 – 2014 period is still sufficiently representative, in terms of types, severity and general location, to be used to set the baseline. It is considered that the Scheme as a whole will improve the safety of the Simister Island Interchange by reducing the number of conflicts on the Simister Island circulatory carriageway, reducing congestion on the M60, and reducing the number of merging manoeuvres on to the main carriageways. Further details can be found in the Transport Assessment (TR010064/APP/7.4). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant distributed over 10,000 consultation brochures, response forms, FAQs and postcards providing information about the Scheme to the community on 10 February 2023 to ensure delivery on or before the start of the consultation on 15 February 2023. This included local residents, businesses, and special interest groups. The Applicant can confirm that the whole of Simister Village was included within this distribution and a representative from Simister Village Community Association was contacted prior to the consultation via email to inform them of the consultation and offer a meeting. The Applicant held an online meeting with the Community Association on 23

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				March 2023. In addition, notices were published in The Bury Times on 2 and 9 February and the Jewish Telegraph on 3 and 10 February to publicise the consultation. Further details are available in the Consultation Report (TR010064/APP/5.1).
319	Q10	The gantry will be placed directly behind my property. I am concerned initially over the construction of this. The noise levels and any impact in terms of vibrations or any other impacts that could have on my property. I then have concerns about the impact this will have on the view from the property and any light emissions that may be related to this. Has fencing taller than the gantry been considered as well as trees to minimise and negative impacts?	N	The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant identified, that due to the junction layout and the short distances between junctions on the M60 all sections of the Scheme will either remain lit or will be provided with new lighting in accordance with design standards and specified to mitigate, as far as practicable, light spill from the carriageway. A brief assessment of the visual effects from lighting are addressed as part of the visual impact assessment in Chapter 7 Landscape and visual of the Environmental Statement (TR010064/APP/6.1). The Applicant will be replacing the vegetation along the embankment with native trees and shrubs with a higher proportion of lower growing shrubs including evergreens, which should provide better screening in the future. The environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting. Indicative species mixes are provided in Appendix N Outline Landscape and Ecology Management Plan of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Landscape and Ecology Management Plan will be developed into the Landscape and Ecology Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). New fencing taller than gantries has not been considered. The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the

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				types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
320	Q10	Non-exhaustive list of concerns about this highways proposal: - construction period causing local road closures/increased congestion - construction dust/air pollution - increased dust/air pollution ongoing from new physical spaces with traffic being introduced - noise/vibration/light pollution caused during construction - noise/vibration/light pollution caused by traffic in a heightened physical space. This is given that the current traffic noise is somewhat shielded by ground undulation which would no longer be a protective factor if the road, and therefore traffic, were to be physically heightened - negative physical health effect of poor air quality/pollution - negative mental health effect of our outside space around our home no longer being a sanctuary/relief/'escape' due to awareness of traffic - green space and trees/nature being removed for construction purposes - local water contamination due to construction - ongoing local water contamination through increased traffic/pollution of the area - negative visual effect of having a motorway at the back of our house - fact of current surface water adjoining our property (towards the motorway) causing ground to be sodden almost all year round, therefore potential of surface water causing actual damage to our property due to construction/ongoing increased risk thereafter. Or in the least increased flood risk having direct negative effect on insurance capabilities/increased premiums, as well as increased risk of actual damage. Additionally this not being currently monitored therefore difficult to effectively verify in order for effect of highway construction/implementation to be measured. - footpath west of M66 is on land that borders our property and seemingly will be used more in these	N	The Applicant has developed the construction methodology in relation to the current design of the Scheme and the space available on the existing network. The length of the programme of approximately three and a half years is driven by the intention to retain the existing number of traffic lanes open on the M60 / M66 / M62 during construction, to minimise the impact of construction on traffic. Maintaining the existing number of lanes on the network will mean there is little available working space during the daytime, which means we will need to introduce night-time closures on the M60 / M66 / M62. The traffic management strategy, which gives an overview of the phases and the required network closures during construction, can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan (TR010064/APP/7.5) sets out the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes. The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings

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		plans. This causes us concerns in both security, and being further overlooked than we currently are. - land adjoining our property (towards the motorway) is currently used by horses as well as in attracting local birds/wildlife. Whereas any impact on the horses are not our direct concern (as they are not ours), we do have concern if the land will still be able to be used for them as well as any wider negative impact on wildlife/bird populations. - negative effect of construction/motorway alteration on house price - negative effect of construction/motorway alteration on house desirability		close to the works. This includes both daytime and night-time working impacting Warwick Avenue during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.

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				The Applicant has undertaken a Landscape and Visual Impact Assessment which is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment has looked at the impacts of the Northern Loop during the construction and operational phases. The environmental design shown on Figure 2.3 [the Environmental Masterplan] of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and to provide landscape integration of the Northern Loop. The assessment has concluded that there will be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has aimed to maximise opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18 as a result of the Scheme. A series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044) to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the Environmental Statement Appendices (TR010064/APP/6.3). The Applicant has undertaken an Arboricultural Impact Assessment and is included in Appendix 7.5 Arboricultural Impact Assessment of the Environmental Statement Appendices (TR010064/APP/6.3). An iterative process has been undertaken to refine the Scheme design to avoid tree loss where possible. The Arboricultural Impact Assessment covers trees and woodland that could be affected by the Scheme and Figure 7.5.1 Tree Constraints Plan and Figure 7.5.2: Tree Removal Plan, at Annex A of Appendix 7.5 of the Environmental Statement Appendices show the locations of trees within the Order Limits, and those currently at risk of removal. The Arboricultural Impact Assessment also includes recommendations for tree protection measures during the construction phase. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) states that an Arboricultural Method Statement will be produced at the detailed design stage to detail how existing trees within temporary working areas will be protected. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken an assessment of water quality impacts which is presented in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1) and is supported by Appendix 13.2: Water Quality Assessment of the Environmental Statement Appendices (TR010064/APP/6.3). This specifically looks at the issues arising from routine runoff from the road surface during operation of the Scheme. The assessment of potential impacts utilises the Highways England (now National Highways) Water Risk Assessment Tool, as detailed National Highways' Design Manual for Roads and Bridges LA 113 - 'Road drainage and the water environment.' The assessment shows that all discharges from the Scheme are below the Environmental Quality Standards thresholds for copper and zinc concentrations. The Scheme includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design

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				of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the road network during operation of the Scheme. The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). The Applicant has undertaken a detailed assessment of biodiversity as part of the environmental impact assessment for construction and operation of the Scheme as set out in Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1). This provides a full assessment of the effects of the construction and operation of the Scheme on wildlife and the habitats they rely upon. This includes several different types of wildlife including birds, badgers, and other small animals. Appendix 8.6 Breeding Bird Survey Report and Appendix 8.7 Wintering Bird Survey Report of the Environmental Statement Appendices (TR010064/APP/6.3) address breeding birds and wintering birds, respectively. With implementation of mitigation (as outlined within Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5), no significant effects are predicted for any biodiversity receptor. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
321	Q10	I would like to mitigate for improved access to public	N	The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where

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		rights of way (if they are to be diverted) for example the public right of way diverted on the east side of the M66 southbound for the proposed Northern Loop could be made accessible for horses and cyclists. I am not convinced that the proposed scheme will achieve the desired effect. It is a lot of money to spend which i feel would be better spent trying to improve the congestion further up M60 where I feel the initial problem is towards Junction 13, 14 and 15.		there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). In line with the Road Investment Strategy announcements improvements at junctions 13, 14 and15 are not within the scope of the Scheme.
325	Q10	I am a self employed lady business owner and have been for 15 years. Since the Covid-19 lockdown in 2020 I have decided to work from home, I access my computer remotely as many persons do to fulfil my administrative duties. I respond to call outs and have a limited time frame to respond to call outs such as Fire alarms which I am sure you can appreciate are an emergency. If I am significantly delayed due to road blockages due to Highways traffic then I could also loose contracts and loose income, not to mention the blight on my established reputation. Some contracts I have worked on for over 27 years, hence my reliability is second to none. I appreciate than 67% of people voting thought this was a good idea for the ring road to built but that will not be the case for our family unit or for my business. On a personal level I feel the value of my property will depreciate due to the use of public works near	N	The Applicant has developed the construction methodology in relation to the current design of the Scheme and the space available on the existing network. The length of the programme of approximately three and a half year is driven by the intention to retain the existing number of traffic lanes open on the M60 / M66 / M62 during construction, to minimise the impact of construction on traffic. Maintaining the existing number of lanes on the network will mean there is little available working space during the daytime, which means we will need to introduce night-time closures on the M60 / M66 / M62. The traffic management strategy, which gives an overview of the phases and the required network closures during construction, can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Construction Traffic Management Plan (TR010064/APP/7.5) sets out the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes. The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's

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		my property. I also feel that the ability to sell my property will be hindered as persons will not want to locate to a building site area. The element of choice to relocate has been taken from us.		website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
327	Q10	will not address the current problem	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
328	Q10	You are currently not doing enough to mitigate noise, pollution (light & noise & air), protecting animals, and creating a safe pleasant place to live. Why would I belive that you will do all that has been set out in this proposal? I want to see action NOW to tackle issues faced. My main concerns are: speed & carbon - REDUCE THE SPEED! Animals, where are the hedgerows/trees; light - why are they so bright and close to homes? Dirty air and no carbon capture or tree cover - This would help with noise too.		The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts

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				of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The use of shrubs or trees as a noise barrier has been shown to be effective only if the foliage is at least 10m deep, dense, and consistent for the full height of the vegetation. Alongside the M60 between junction 17 and 18 there is not sufficient space to provide such quantity of vegetation for this purpose. The Applicant has undertaken a detailed assessment of biodiversity as part of the environmental impact assessment for construction and operation of the Scheme as set out in Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1). This provides a full assessment of the effects of the construction and operation of the Scheme on wildlife and the habitats they rely upon. This includes several different types of wildlife including birds, badgers, and other small animals. Appendix 8.6 Breeding Bird Survey Report and Appendix 8.7 Wintering Bird Survey Report of the Environmental Statement Appendices (TR010064/APP/6.3) address breeding birds and wintering birds respectively. The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. With implementation of mitigation (as outlined within Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5), no significant effects are predicted for any biodiversity receptor. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant acknowledges the respondents' suggestion to reduce the speed limit. Whilst this would improve safety, it would also impact on key economic performance metrics related to journey time reliability. Temporary speed reductions will be in place during the construction period to ensure safety of road users and workforce while travelling through areas of temporary traffic management. The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions

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				because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. In order to reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced and can be found at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan focuses on how the Scheme will reduce carbon emissions during the construction of the Scheme through measures such as potentially using electric (or alternative lower-carbon fuel) construction equipment instead of conventional diesel-powered construction plant and/or the use of low carbon materials. The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). There is little the Scheme can do to influence road user greenhouse gas emissions, therefore 'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050. The Scheme will either remain lit or will be provided with new lighting in accordance with National Highways' Design Manual for Roads and Bridges and specified to mitigate, as far as practicable, light spill from the carriageway. This will include installation of "hoods" on the lights where necessary, which will be reviewed as part of the pre-construction design of the Scheme. A brief assessment of the visual effects from street lighting and from car headlights are addressed as part of the visual impact assessment in Chapter 7 Landscape and visual of the Environmental Statement (TR010064/APP/6.1). The Applicant has undertaken a Landscape and Visual Impact Assessment which is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment has looked at the impacts of the Northern Loop during the construction and operational phases. The environmental design shown on Figure 2.3 the Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and also to provide landscape integration of the Northern Loop. The assessment has concluded that there will be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has aimed to maximise opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has

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				identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18 as a result of the Scheme. A series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044) to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the Environmental Statement Appendices (TR010064/APP/6.3).
330	Q10	If it goes ahead its only redeeming factor will be the hard shoulder. But with it being only between Junction 17 and 18 I cannot see it being of much use.	N	The Applicant confirms that the design for the M60 junction 17 to junction 18 includes a hard shoulder. The existing hard shoulder will be converted into a running lane to provide five lanes in each direction, with a new hard shoulder also being provided. Further details can be found on the General Arrangement Plans (TR010064/APP/2.2).
331	Q10	In relation to section 8 above, I do not have any objections to the locations of storage areas. What I do object to, is the access routes to these. In particular the Northwest area around Cowlgate Farm. From the public briefings, your agents said that the access would be from the motorway slips road to this compound. Does this include private vehicles of contractors ? Mode Hill Lane cannot support the existing estate traffic, let alone any additional traffic trying to access the storage and working compound. In recent years there has been an update to GPS data for Satnavs, appearing to make the Mode Hill Lane, Pole lane route a viable option. These two roads are minor roads and in the area of the compound, little more than tracks or Bridleways. They certainly cannot support use by HGV's and other traffic using the compound. I would ask, what restrictions would be put in place to stop this traffic ? As a driver myself, I realise that something needs to be done with Simister Island but feel that the cause of the bottleneck traffic is due to other areas such as 'death valley' J17 to 15 and the Eccles Junction at J14. Most mornings we have traffic stationary westbound between J18 and 17 due to issues further down the motorway. It is not just J18 that is causing issues. I think that even with J18 redesigned these other issues will still exist I think that signage would need to be improved in the area. We currently see a lot of lane swopping with	Y	The Applicant confirms the Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes. Mode Hill Lane has been included within the Order Limits as the Applicant needs to connect the main compound located opposite Mode Hill Lane to existing utilities. To complete the utility connections the Applicant will need to install temporary traffic management, the utilities companies have indicated that this will likely only require two-way traffic lights for a short duration, however the scope of works is subject to change upon further site investigation. Once the scope of work is fully understood in this area detailed consultation will be undertaken with affected residents. During the construction period, a detailed schedule and plan of work will be communicated with residents well in advance of works taking place, including working hours, durations, expected disruption and access implications. With regards to Mode Hill Lane, access will be required during the day for a short period of time. This will be planned with local residents and users of Mode Hill Lane to ensure minimum disruption. Accesses to properties neighbouring the Scheme will be a maintained throughout the construction and operation of the Scheme. During the operation of the main compound, access for all large construction vehicles will be via the strategic road network and the local road network would only be used occasionally for small work vans or in an emergency situation. The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3

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		drivers trying to get in the correct lane for their route and thus increasing accidents in the area		Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). In line with the Road Investment Strategy announcements improvements to other areas of the M60, are not within the scope of the Scheme. The Applicant confirms the corridor between M60 junction 17 and junction 18 will require traffic movements to access the diverges on the M60 eastbound at M60 junction 18. These manoeuvres will not be significantly different to the existing manoeuvres in the current arrangement. A traffic signing and road marking design has been developed to ensure the M60 junction 18 eastbound diverge operates as safely as possible. In 2019 the M60 junction 17 – junction 18 link had a lower collision rate per billion miles than the national motorway average and it is anticipated that this safety record will continue after the Scheme is completed. The year 2019 has been used as a comparison year as it was after the conversion to controlled motorway had been completed and before the impacts of Covid Pandemic, which resulted in far fewer motorway journeys being taken and therefore wasn't wholly representative of demand. Further details can be found in the Transport Assessment (TR010064/APP/7.4). Traffic joining M60 eastbound at junction 17 wishing to access the M60 southbound will stay in the new lane 1 without merging with other lanes prior to the junction 18 diverge. Traffic joining the M60 eastbound at junction 17 and wishing to access M66 northbound will need to make one lane change movement. Traffic joining the M60 eastbound at J 17 wishing to continue eastbound on M62 will still be required to make two lane change movements to access lane 3, which is a similar number of lane changing movements to the existing arrangement, considering that the current merge at junction 17 is a taper merge. Advanced directional signage and road markings will be provided to help motorists identify which lanes they need to be in. Further details can be found on the General Arrangement Plans (TR010064/APP/2.2).
332	Q10	As a frequent driver in all directions across the NorthWest and North Yorkshire, the main delay travelling around Simister Island is travelling clockwise (towards Stockport). There are heavier traffic congestion along the M60 and M62. Statistically, highways would like to ruin a 100% of residents' lives forever for 25% of the day for an estimated 90,000 drivers for 40 weeks of the year? These statistics do not add up. Signage on the motorways is already distracting from the rear of any property that backs onto the motorway - additional signage will make this worse, plus there is an increased risk of theft and burglary. The number of learner drivers is decreasing. Better transport - public transport is required.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3

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				Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). Improvements to other areas of the M60 and M62, such as those mentioned, are not within the scope of the Scheme. The Transport Assessment (TR010064/APP/7.4) sets out how we developed our traffic models to reflect the baseline traffic conditions as they were in 2018 and then how the 2018 model was used to forecast future conditions. The 2018 baseline traffic model was developed using various different data sources which includes traffic data (some of which was extracted from WebTRIS which provides traffic flow and journey time data accessible through the National Highways website), anonymous mobile phone data to understand travel patterns, digital maps, and Department for Transport guidance to mention a few. Using the 2018 baseline data, future forecast scenarios were developed as discussed in the Transport Assessment (TR010064/APP/7.4). The report includes details of model scenarios, modelled future years, local developments and how we predicted the future growth. The future year traffic growth was taken from Department for Transport's National Trip End Model Forecasts and the government's projection of future traffic, the National Road Traffic Projections (2022). Therefore, any increases in traffic due to either local developments or natural background growth will have been accounted in the modelling through the Department for Transport's traffic growth predictions. As per Department for Transport, Transport Analysis Guidance, modelling work has been undertaken to understand how the Scheme is likely to perform using Department for Transport's traffic forecasts. Three future year traffic models were developed which were also used to undertake the economic and environmental assessments. The traffic models were developed for 2029 (Scheme opening year), 2044 (Scheme design year, 15 years after Scheme opening) and 2061 (the final year for which Department for Transport has published traffic growth forecast). The traffic models were developed using the Department for Transport's National Trip End Model, which considers national projections in population, employment, housing, car ownership and trip rates. The National Trip End Model forecasts an increase in traffic rather than a reduction (within Greater Manchester around 9% from 2018-2029, 15% from 2018-2044 and 20% from 2018-2061) and this is likely to contribute to increases in delay/congestion in the vicinity of M60 junction 18. If nothing is done, congestion will increase on routes around M60 junction 18 and the major road network, thus the Scheme is required to resolve the identified traffic related problems. The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme. The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both

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				assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives. In order to mitigate this new lane arrangement and junction layout, a traffic signing, and road marking design has been developed to ensure the Scheme operates as safely as possible. Advance Direction Signs will be provided along with new road markings, including destination markings in lanes to allow drivers to understand the new junction layout and to choose the correct lane for their required movement. These two methods combined will reduce the likelihood of late lane changes and driver confusion. The Applicant will also work closely with mapping companies and satellite navigation providers to ensure that links, lane suggestions and route guidance is introduced in a timely fashion in line with Scheme opening. The layout can be viewed in the General Arrangement Plans (TR010064/APP/2.2). The Applicant has undertaken a Landscape and Visual Impact Assessment which is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment has looked at the impacts of the Northern Loop during the construction and operational phases. The environmental design shown on Figure 2.3 [the Environmental Masterplan] of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and also to provide landscape integration of the Northern Loop. The assessment has concluded that there will be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has aimed to maximise opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18 as a result of the Scheme. A series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044) to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the Environmental Statement Appendices (TR010064/APP/6.3).
337	Q10	Having lived in Simister Village since 1997 (Simister Green) we have had constant work being undertaken on the motorways. To the extent that we can hear the conversations taking place with the workers. This has had phyiscal & mental implications to all members of the family due to noise, vibrations on our property, residue from the motorway, traffic standing with exhaust fumes pouring over our home./ village, dust etc... More works will damage us even further.	N	The Applicant confirms Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally. The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air

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				Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example,

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				newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
340	Q10	Don't just think that you can blight out lives because it doesn't affect you directly as planners. It's bad enough now without having construction vehicles as well.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant has developed the construction methodology in relation to the current design of the Scheme and the space available on the existing network. The length of the programme is driven by the intention to retain the existing number of traffic lanes open on the M60 / M66 / M62 during construction, to minimise the impact of construction on traffic. Maintaining the existing number of lanes on the network will mean there is very little available working space during the daytime, which means we will need to introduce night-time closures on the M60 / M66 / M62. The traffic management strategy, which gives an overview of the phases and the required network closures during construction, can be found in the Outline Construction Traffic Management Plan (TR010064/APP/7.5). Detailed in the Outline Construction Traffic Management Plan (TR010064/APP/7.5) are the proposed diversion routes during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion

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				routes.
341	Q10	No. Thank you. I wish the project a successful outcome.	N	The Applicant acknowledges the comments received.
342	Q10	Compulsory purchases: With the additional fifth lanes and hard shoulder this will use additional land. Are there expected to be properties acquired by compulsory purchase? If so, which properties will this relate to? Can property owners apply to have their houses bought up? Compensation: It's likely that my property will fall in value. Will compensation be paid to owners of properties affected by the development? Do homeowners need to apply?	N	The Applicant can confirm no properties will be compulsory acquired as part of the Scheme. Refer to the Statement of Reasons (TR010064/APP/4.1) for further information. The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
343	Q10	Seddon is aware that National Highways land ownership extends part way into the site in question. Seddon has requested meetings with National Highway's estates team to discuss acquiring this land in the future after the Simister Island improvement works are complete. Seddon is keen to continue these discussions with National Highways. Seddon would welcome further detail on the proposed northern loop design. For instance, the consultation pack does not include any cross sections to explain the proposed levels of the road or gradient of the embankment.	N	The Applicant confirms that it is not likely to dispose of any land in the vicinity of the Scheme as all of the Applicant's land is required for successful maintenance and operation of the Strategic Road Network and the infrastructure that forms part of that network. All land take is required and justified as outlined in the Environmental Statement (TR010064/APP/6.1); the Case for the Scheme (TR010064/APP/7.1) and Statement of Reasons Statement of Reasons (TR010064/APP/4.1). Within the land mentioned by the respondent, there is an existing and operational drainage network in the Applicant's land referenced here. The Applicant confirms that details of cross-sections, levels and gradients can be found in the Engineering Section Drawings (TR010064/APP/2.8).
344	Q10	Nothing further to add.	N	The Applicant acknowledges the comments received.
345	Q10	This will be the worst plan possible. Think please! Pollution emissions, green belt, wildlife, people's quality of life - All will be ruined forever.	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression

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				techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant acknowledges the concerns around green belt farmland and the impacts of construction on the landscape and visual impacts. A Landscape and Visual Impact Assessment has been undertaken and is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment considered the impacts of the Northern Loop during the construction and operational phases of the Scheme. The environmental design shown on Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and also to provide landscape integration of the Northern Loop. The assessment has concluded that there would be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has maximised the opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18. The Applicant has undertaken a detailed assessment of biodiversity as part of the environmental impact assessment for construction and operation of the Scheme as set out in Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1). This provides a full assessment of the effects of the construction and operation of the Scheme on wildlife and the habitats they rely upon. This includes several different types of wildlife including birds, badgers, and other small animals. Appendix 8.6 Breeding Bird Survey Report and Appendix 8.7 Wintering Bird Survey Report of the Environmental Statement Appendices (TR010064/APP/6.3) address breeding birds and wintering birds respectively. With implementation of mitigation (as outlined within Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5), no significant effects are predicted for any biodiversity receptor. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme

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				and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highway Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.
347	Q10	I am concerned that there will be a massive build-up of traffic from Whitefield to Worsley as traffic is fed to this part of the motorway more quickly. These junctions are already at a standstill at many times in the day. Once again I want to stress that I can see no justification in taking good farming ground for biodiversity when there are other pieces of ground that are currently being unused.	Y	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). In line with the Road Investment Strategy announcements, improvements to other areas of the M60 at Worsley and Whitefield are not within the scope of the Scheme. The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The

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				benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant acknowledges the comment around use of farmland for biodiversity. The design for the Scheme has sought to limit land take, including from agricultural landholdings as far as practicable and following feedback received some agricultural land has, through design development, been removed from the Scheme as presented at the statutory consultation. Further details can be found in the Consultation Report (TR010064/APP/5.1). Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of all the proposed planting areas which in combination looks to provide the mitigation required to address landscape integration, visual impacts, and biodiversity loss in certain areas of the Scheme. The Scheme is seeking to acquire plots of land to integrate the Scheme into the landscape and mitigate visual impacts whilst at the same time aiming to maximise biodiversity value where possible to ensure that the Scheme meets the biodiversity no net loss obligation. These areas of land need to be located immediately adjacent to the Scheme in order to achieve the required landscape integration and visual mitigation. Further details can be found on the Land Plans (TR010064/APP/2.3).
349	Q10	Noise during construction is my main worry as I work from home. It is already bad enough due to the state of the M66. I would like to see more barriers alongside the new slip road and loop section.	N	The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low

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				noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.
350	Q10	Overall will reduce traffic and emissions/particulates. Increased productivity saved in travel time especially when travelling clockwise on M60. Currently frustrating to sit in lights on the roundabout to continue on a motorway.	N	The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
351	Q10	I have been one of the heaviest users both for commerce and social, since its inception. How come today is the first time I have heard of this proposal?	N	The Applicant distributed over 10,000 consultation brochures, response forms, FAQs and postcards providing information about the Scheme to the community on 10 February 2023 to ensure delivery on or before the start of the consultation on 15 February 2023. This included local residents, businesses, and special interest groups. In addition, notices were published in The Bury Times on 2 and 9 February and the Jewish Telegraph on 3 and 10 February to publicise the consultation. Further details are available in the Consultation Report (TR010064/APP/5.1).
353	Q10	In reference to the presented scheme I would make the following points. · Land currently under my family ownership is to be included within the Scheme to provide an element of the landscape design, which to our understanding is the formation of a hedgerow with inter tree planting along Mode Hill and strengthening of the existing landscape feature of the hedgerow along Pole Lane. Although we are not fully opposed to this option, should this be undertaken our land would be hemmed in by national highways ownership and would essentially become land locked. Should the project move forward, beyond compensation payments for purchased land we would wish to at minimum retain access rights over the land as we require and have the future opportunity to discuss alternative approaches or explore other mechanisms to secure future	Y	The Applicant will plant trees and shrubs along Mode Hill Lane and Pole Lane as shown on Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2). Plant species that are non-poisonous to grazing livestock will be selected for the detailed landscaping design in the later stages of the Scheme. After the statutory consultation periods, the Applicant has met with affected landowners adjacent to Pole Lane to discuss and agree what is now presented in the application. The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of National Highways' Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Given

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		management agreements of the landscape and fenced boundaries. · Through prior communications it is our understanding that a hedgerow is to be included along the M66 adjacent to our land which is welcomed. It is our understanding that this hedgerow can mostly be accommodated within existing highways ownership and we would like to request that we are included with any future discussions on species selections, as we have grazing animals which can be sensitive to inedible plants. · Increased noise levels and vibrations; would there be funding/ compensation to upgrade property windows with any noise level increases and will there be future studies to assess any changes in noise levels as a result of the Scheme. Other locations have a level of existing noise mitigation in the form of physical barriers which to my understanding are not to be included along the M66 corridor. · Increased light pollution; I would expect that the additional network will include highway lighting. As this will add to lighting pollution can it beconsidered that lighting be timed to exclude off peak times. · Increases in air pollution; it is noted that there will be some increase to pollution levels through the construction phase and that there is an expectation that air quality may improve due to improved vehicle emissions in the future. However should levels exceed existing, following the upgrade works how would this be compensated and would there be any follow up investigations surveys funded within this scheme for the next 5 years to monitor air pollution changes. · Regarding the work compound near our property sub section 12.5.1 of the EIR makes the following statement 'The Environmental Statement will be updated with any changes to the construction programme once finalised. The construction of the updated scheme may need more night-time working, but the conclusions for the construction phase in terms of the location of adverse impacts are likely to be similar'. Notwithstanding this statement please can we be included within future discussions to changes to the construction programme and working times. Also will there be adequate prior		the lack of predicted air quality significant effects no further air quality monitoring is proposed for the Scheme, However, on-going air quality monitoring is undertaken by Bury MBC including in the area around the Scheme, Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. As the installation of low noise road surface with better performance than a conventional low noise road surface will reduce road traffic noise levels additional mitigation, such as noise barriers, are not also considered. The Applicant confirms, that due to the junction layout and the short distances between junctions on the M60 all sections of the Scheme will either remain lit or will be provided with new lighting in accordance with National Highways' Design Manual for Roads and Bridges and specified to mitigate, as far as practicable, light spill from the carriageway. This will include installation of "hoods" on the lights where necessary. An assessment of the visual effects from street lighting and from car headlights are addressed as part of the visual impact assessment in Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required

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		notifications and compensation for any future disruptions.		for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
354	Q10	My concern is for access in the Pond 6 area. The old road which is called Philips Park Road from Junction 17 to Philps Park entrance and the footbridge over the motorway. Lots of people use this for walking, cycling, horse riding and a short cut to get to work via foot/cycle. The consultation paper isn't very clear if this access is still open then I don't have any objections. My address is [Anonymised].	Y	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
356	Q10	I do not feel this will make a significant impact on the traffic problems because the traffic jams/hold ups occur further up the M60 around junctions 12/13/14/15/16 and unless this is addressed the volume of traffic will still cause a tailback to junction 17 and 18. I feel it is a total waste of money and greenbelt area. Your consultation was not run well/packs delivered late to people unable to attend public or virtual meetings. Not a true reflection of public opinion or participation.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). In line with the Road Investment Strategy announcements improvements to other areas of the M60, at junctions 13, 14, 15 and 16, are not within the scope of the Scheme. The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant acknowledges the concerns around green belt farmland and the impacts of construction on the landscape and visual impacts. A Landscape and Visual Impact Assessment has been undertaken and is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment considered the impacts of the Northern Loop during the construction and operational phases of the Scheme. The environmental design shown on Figure 2.3 Environmental Masterplan of the Environmental Statement Figures

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				(TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and also to provide landscape integration of the Northern Loop. The assessment has concluded that there would be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has maximised the opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction18. The assessment considered the impacts of the Northern Loop during the construction and operational phases of the Scheme. The environmental design shown on Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and also to provide landscape integration of the Northern Loop. The assessment has concluded that there would be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has maximised the opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18. The Applicant distributed over 10,000 consultation brochures, response forms, FAQs and postcards providing information about the Scheme to the community on 10 February 2023 to ensure delivery on or before the start of the consultation on 15 February 2023. This included local residents, businesses, and special interest groups. In addition, notices were published in The Bury Times on 2 and 9 February and the Jewish Telegraph on 3 and 10 February to publicise the consultation. Further details can be found in the Consultation Report (TR010064/APP/5.1).
357	Q10	As owner occupier of ground floor flat at Prestfield Court, we are extremely concerned that the addition of a 5th lane will result in the carriageway becoming far too close to the existing rear walls of the building for safety reasons and could have an effect on out physical and mental health in the event that the works leads to increases in noise, vibration and pollution. Inevitably this will lead to it being more difficult to sell property in the future and with a subsequent reduction in its value. I reserve the right to make a claim for anything that materially affects myself, my partner or value of my property.	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. For example, nitrogen dioxide (NO2) reduces by approximately 3-4 µg/m3 in 2029, with the scheme in place, at the locations nearest to the M60 at Prestfield Court. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in

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				increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location and with a change of up to –4.8 dB at Prestfield Court. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally. The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
359	Q10	In my opinion - increased capacity will lead to increased use, and increased carbon footprint. You have covered everything, all aspects of the proposal. Good Luck! Haweswater underpass! (For pedestrians)	N	The Applicant confirms the UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. In order to reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced and can be found at Appendix O of the First Iteration Environmental Management Plan

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				(TR010064/APP/6.5). The Outline Carbon Management Plan focuses on how the Scheme will reduce carbon emissions during the construction of the Scheme through measures such as potentially using electric (or alternative lower-carbon fuel) construction equipment instead of conventional diesel-powered construction plant and/or the use of low carbon materials. The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). There is little the Scheme can do to influence road user greenhouse gas emissions, therefore 'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050. The Applicant will minimise disruption to Public Rights of Way during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Temporary diversion routes will be provided for all Public Rights of Way affected during construction except the route that runs along Egypt Lane before heading North, parallel to the M66 to join Hills Lane. It would not be possible to provide a diversion for this route due to the construction of Pike Fold Bridge, which carries the newly aligned M66 southbound diverge, and the associated drainage infrastructure. It is also expected that there will be a full closure of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass for a short period to allow for modifications to the existing structure. The works will be finalised at detailed design. Closures of the permissive path connecting Heybrook Close to Parrenthorn Road via Haweswater Underpass would be communicated in advance. If detailed design does change the access to Public Rights of Way, this would be communicated well in advance with residents. Permanent diversions will be provided for all Public Rights of Way affected by the Scheme. More information about impacts on Public Rights of Way is included in Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) and summarised in Chapter 2: The Scheme of the Environmental Statement (TR010064/APP/6.1). It is not within the scope of the Scheme to upgrade any of the public rights of way, or permissive footpaths, including those being diverted. The local authority, Bury Council, are responsible for upgrading and maintaining public rights of way.
360	Q10	We do not need our motorway being changed. I use it continually and have not had a problem. Whatever you do there will be more traffic/there could be 10 lanes it will not make any difference to amount of traffic.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation

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				Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
361	Q10	Please see information below. I have detailed 'Question/response' next to my points/questions if you could please respond back with an answer. 1. Addition of a new hard shoulder (sections 2.3.5 and 2.3.6 from NTS document) - don't think this was part of the original proposal 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	N	The Applicant can confirm that the options considered to address the issues identified and set out in the Preliminary Environmental Information Report (see Annex L) of the Consultation Report Annexes (TR010064/APP/5.2) are part of the standard approach to appraising the different forms of design to ensure the best and most cost-effective solution is identified with the least environmental impact. As such, all aspects of the design, for example, water quality solutions or specific drainage solutions for specific engineering challenges and alternative options have been considered. Chapter 3, Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1) details this process. Following the Government announcement in January 2022 to pause rollout of all-lane running schemes (those improvements which replace the hard shoulder as a running lane) the Applicant undertook an optioneering exercise which looked at various options for M60 junction 17 to junction 18 which avoided the need to remove the hard shoulder. Following further assessments which included environment, economic and operational impacts the Northern Loop was determined to be the most effective solution and formed the design consulted on as part of the statutory consultation which took place between 15 February2023 and d 28 March 2023. Further details can be found in Chapter 3, Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1) the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). Chapter 11, Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) provides the noise assessment based on the latest design information and traffic data and also considers mitigation for road traffic noise. Noise mitigation measures are considered in the order of source/path/receptor, with examples of mitigation at source being road surfacing and path including noise barriers or earth bunds. This is because noise mitigation at source benefits a wider area then the other forms of mitigation. A "Low Noise Road Surface" with better performance than a conventional low noise surface would be provided between junction 17 and junction 18 of the M60. A conventional low noise surface is proposed for the remaining areas of the motorways that form the Scheme, including parts of the M66. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon

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		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. Question/response - please can you provide a table/matrix showing the differences between the 3 options proposed for each of the categories outlined in 2.3.6: Scheme cost, viability, programme and deliverability, operational safety, engineering and construction challenges and risks, and legal and statutory process challenges and risks. I would like understand how and why option 2 was selected/cost differences/challenges of each of the 3 options as I cannot see this detailed in the report 2. Question/response - Please can you provide a list of all the work orders carried out between junction 17 and 18 (planned and unplanned) in the last 10 years (detailing work undertaken, start date, proposed finish date, actual finish date, reason (if any) for delay) Once provided it would then be good to understand the success of the planned schemes/actual results/measured data versus modelled results. With the need to further expand junction 17 and 18 it reiterates the failure of the SMART motorway scheme 3. When reading through the NTS/PEIR documents I couldn't see any information for proposals to build for any sound proofing/noise cancelling equipment/walls. Question/response - please can you respond with a document reference when I can find this, if not why hasn't this been considered/proposed?		location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. As the installation of low noise road surfaces results in no significant adverse noise impacts, additional mitigation such as either new or increased height noise barriers, or soundproofing/noise cancelling equipment are not also considered. The Applicant confirms that baseline noise monitoring was undertaken in the autumn of 2021, during a period when there were no COVID-19 lockdown restrictions in place. It should be noted that the assessment methodology considers the changes in road traffic noise as a result of the Scheme, not the absolute levels. The baseline measurement results do not therefore form part of the assessment per se. Details about locations, equipment used, and the monitoring results are published Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). There are no current plans for further noise monitoring as the assessment is now complete, although noise measurements may be carried out during the construction phase to monitor noise from construction activity.

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		Question/response - Table 12.14 references properties in the M45 postcode. Please can you provide information on potential noise barriers/height increase Table 12.14: Potential noise mitigation at each Noise Important Area within the study area An Increase in height of noise barriers along the M60 between J17 and J18 between Balmoral Avenue and Glendevon Place and Kenilworth Avenue and Warwick Avenue. The use of a road surface with better noise reducing properties than a standard low noise surface on the M60 between J17 and J18. 12.9.2 from the PEIR documents references replacing noise barriers during construction but no new measures From the PEIR document 12.9.2 Embedded mitigation relevant to this aspect includes: • The provision of a standard low-noise surfacing as standard for the Proposed Scheme • The like-for-like replacement of any noise barriers that need to be removed temporarily during construction and to accommodate the design 4. Noise - Table 12.13 and section 12.10.34 from the PEIR From the information below it looks like M45 6TG/surrounding properties will be impacted by a noise increase of greater than 1dB The baseline conditions show that the surveys were undertaken between October and December 2021 (Covid impacted year) Question/response - Are the any proposals to re-survey? Table 12.13: Operational road traffic noise potential short-term change summary M45 property is located either side of the M60 between J17 and J18 so will be impacted by increase in road traffic noise 12.10.34 There are more predicted increases in road		

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		traffic noise than predicted decreases. Those receptors where a road traffic noise increase of greater than 1dB is predicted are located either side of the M60 between J17 and J18. The three receptors where a road traffic noise increase exceeding 3 dB are predicted are located at the western end of Balmoral Avenue, within approximately 25 m of the eastbound M60. This increase is mostly due to the higher predicted traffic speeds in the opening year, with a smaller contribution from the edge of the closest lane of traffic moving closer to receptors at this location. 12.7 Baseline conditions Baseline sources 12.7.1 The following sources have been used to inform the baseline: • Department for Environment, Food and Rural Affairs (Defra) Noise Action Plan: Roads (Defra, 2019) • Ordnance Survey Mastermap digital mapping • Baseline noise surveys undertaken between October and December 2021 5. Noise Noise is one of the environmental aspects that is assessed within Highways England's Post Opening Project Evaluation (POPE) process, which examines how a scheme is performing against the predicted impacts after one and five years. As shown above by PEIR section 12.10.34, the Scheme design is showing an increase of greater than 1 dB which indicates a potential significant effect Question/response - Please can you provide the post opening (POPE)/ noise monitoring as part of the SMART Motorway scheme Question/response - Can you then compare the POPE results vs modelled results to compare proposed vs actual results Want to understand how noise has increased between junction 17 and 18 (Noise Important Area -		

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		1671) over the last 10 years/by what degree and how that correlates to modelled results. If the two schemes had been proposed/completed in conjunction then perhaps the impacts may have been so great that development might not have been granted (Paragraph 5.195 National Policy Statement for National Networks (NPS NN) 5.195 states that 'the Secretary of State should not grant development consent unless satisfied that the proposals will meet the following aims, within the context of Government policy on sustainable development: - avoid significant adverse impacts on health and quality of life from noise as a result of the new development I look forward to your response to my 'Question/response' points raised [Anonymised]. Thanks		
362	Q10	See my comment in section 4. Many people are putting their properties for sale as they are not happy to live here consequently. I have two apartments [Anonymised] Kensington Street, [Anonymised] occupied by my two daughters and they are very unhappy about the Scheme.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to *"develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines".* A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025, Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
363	Q10	My main concerns are air pollution, further flooding at the field that backs onto my property, noise and lighting. I would assume my house will devalue because of these plans. Seems unfair.	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air

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		Living alone now with only myself to figure out what to do whilst work carries on for 3 years already makes me anxious. Losing the beautiful view I have had the privilege of viewing for over 40 years saddens me deeply. Foxes, deer, bats, and horses are all seen in this field. Please help residents as best as you can.		Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Scheme design includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter

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				13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The ponds are also required for water treatment. A detailed assessment of water quality has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Appendix 13.2. Water Quality Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). The assessment specifically looks at the issues arising from routine runoff from the road surface during operation. The assessment of potential impacts uses the Highways England Water Risk Assessment Tool, as detailed in National Highways' Design Manual for Roads and Bridges LA 113. Highways England Water Risk Assessment Tool is a multi-step approach to assess the impacts of pollutants. Where impacts are identified recommendations to include Sustainable Drainage Systems have been incorporated into the design. Sustainable Drainage Systems (swales, attenuation ponds etc.) allow the water from the highway to be treated before being released. The results of the assessments suggest that all discharges from the Scheme are below the environmental quality standard thresholds for water quality. The Applicant confirms, that due to the junction layout and the short distances between junctions on the M60 all sections of the Scheme will either remain lit or will be provided with new lighting in accordance with National Highways' Design Manual for Roads and Bridges and specified to mitigate, as far as practicable, light spill from the carriageway. This will include installation of "hoods" on the lights where necessary. An assessment of the visual effects from street lighting and from car headlights are addressed as part of the visual impact assessment in Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a detailed assessment of biodiversity as part of the environmental impact assessment for construction and operation of the Scheme as set out in Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1). This provides a full assessment of the effects of the construction and operation of the Scheme on wildlife and the habitats they rely upon. This includes several different types of wildlife including birds, badgers, and other small animals. Appendix 8.6 Breeding Bird Survey Report and

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				Appendix 8.7 Wintering Bird Survey Report of the Environmental Statement Appendices (TR010064/APP/6.3) address breeding birds and wintering birds, respectively. The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. With implementation of mitigation (as outlined within Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5), no significant effects are predicted for any biodiversity receptor. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
364	Q10	Consider the fact that the means of motor vehicle propulsion are undergoing many changes, and will continue to do so, for many years to come. The greatest changes since the invention of the internal combustion engine. As the means of propulsion and also driverless vehicles are being developed, there will be incidents, so it will be even more vital for the vehicle and occupants to be able to get to safety. The need for permanent continuous hard shoulders and safety barriers are even more vital for the safety of road users.	N	The Applicant confirms that the design for the M60 junction 17 to junction 18 includes a hard shoulder. The existing hard shoulder will be converted into a running lane to provide five lanes in each direction, with a new hard shoulder also being provided. Further details can be found on the General Arrangement Plans (TR010064/APP/2.2). Safety barriers will be provided where National Highways' Design Manual for Roads and Bridges states they are required. A preliminary assessment has been carried out and this will be built upon through detailed design as elements are finalised to ensure safety barrier protect what is required.
366	Q10	A comment on the data below, I don't have a disability, but my brother does and lives very close to the M60 motorway and is likely to have a huge impact to his quality of life during the works.	N	The Applicant confirms the current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan (will

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				be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction. The Outline Traffic Management Plan (TR010064/APP/7.5) details the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes where possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally.
368	Q10	In the letter to myself (and my wife received the identical one) dated 24th Feb 2023, your ref TR010064/S42(1)(d)Cat3/[February 2023]. It makes mention that you believe we might be entitled to make a relevant claim for compensation due to the effects of the construction or when a new or altered road is in use, we like to know what the process is for this as we believe we will be	N	The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.

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		substantially affected by not only the construction works but the after effects, namely the Property vauation, the higher noise, vibrations, higher emissions from standing traffic and the loss of whats left of the flora and fauna, which would be a real issue should the property go on the market at any point in the future, and affect my daughters inheritence.		The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. In order to reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced and can be found at Appendix O of the First Iteration Environmental Management Plan

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				(TR010064/APP/6.5). The Outline Carbon Management Plan focuses on how the Scheme will reduce carbon emissions during the construction of the Scheme through measures such as potentially using electric (or alternative lower-carbon fuel) construction equipment instead of conventional diesel-powered construction plant and/or the use of low carbon materials. The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). There is little the Scheme can do to influence road user greenhouse gas emissions, therefore 'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050. The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area.
374	Q10	M60/M62/M66 Simister Island Interchange [Anonymised], Corday Lane, Simister [Anonymised] As the owners of the above property we have several concerns/comments/views to make about the proposed development. 1. On the Red Line Boundary Plan it appears that Corday Lane has been acquired by 1 National Highways, we have not been advised or consulted on this. In a previous meeting we were advised that a new road would be placed in the field next to Corday Lane for access to the proposed temporary	Y	The Applicant can confirm Corday Lane will not be permanently acquired by as part the Scheme. Permanent access rights are being sought (coloured blue on the Land Plans (TR010064/APP/2.3) to allow maintenance access to Pond 4. Temporary possession (coloured green on the Land Plans) of the lane may be required during construction to carry out any works to statutory utilities and ensure condition of the road is suitable for use as a future maintenance access. The current construction programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the

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		site compound and for this to be the access route to Pond 4 for maintenance once the motorway junction work was completed. Corday Lane is an unadopted narrow lane that leads off Heywood Road/Simister Lane, our property is at the bottom of this lane. Our water supply comes down the middle of the lane, we have our overhead electricity supply down one side of the lane and our overhead telephone/broadband cables coming down the other side. There is only room for one vehicle at a time to go up or down the lane, there is no passing room. In the freehold deeds of our property "East View" we have a Deed of Grant which guarantees the right of way over Corday Lane to Simister Lane at all times. 2. During construction, we will lose all our privacy, we will be overlooking the site compound and access. We will be subjected to constant disruption caused by vehicles coming and going at all times during the day/night. We were advised at the consultation event that work will be taking place both during the day and at night. There will be increased dust and noise while materials are stored or moved. There will also be extra noise that the motorway construction vehicles make once construction is underway. 3. Waste water drainage, we are not connected to a main drain sewage system, we have a septic tank. The clean water overflow goes into the main field at the rear of our property via drainage pipes. A copy of the drainage plan was given to [Anonymised] at the event held at Parenthorn school on the 21st February. When Pond 4 is completed will this, or any other part of the completed scheme cause a "flood risk" to our property, we have never had any problems with flooding in the past. 4. Why is a fifth lane required going in the direction from Junction 18 to Junction 17? This fifth lane will need to be reduced back to four lanes at Junction 17, then at Junction 15/14 the M60 is reduced to three lanes and is reduced again at Junction 12 to two lanes, there appears to be no benefit for having an extra lane on this side of the motorway.		construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction. The Outline Traffic Management Plan (TR010064/APP/7.5) details the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes where possible. The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so

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		5. Landscape & Environment - From the present link road from the M66 joining the M60 at Junction 18 and then proceeding along to Junction 17, there is a well established line of trees. These trees have been in place for over thirty years, they not only provide a screen from the motorway but reduce the noise of the traffic and reduce the pollution that is produced. To remove such an effective barrier would be harmful to both the environment, the local residents, and the pupils of St Margaret's Primary School, the trees cannot be replaced overnight, the impact of removing the present trees would be detrimental for the health and wellbeing of the residents for years to come.		the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working impacting Warwick Avenue during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Scheme design includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges. As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. All ponds including Pond 4 are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes

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				which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. Ponds are required as they directly relate to the drainage of the new and existing highway to minimise flooding. The location of the new ponds has been identified through hydraulic modelling (modelling of water flow, water level and speed of water in pipe networks) along with consideration of the location of existing ponds and considering increases in rainfall intensity associated with climate change. Further details can be found in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The ponds are also required for water treatment. A detailed assessment of water quality has been carried out as part of the environmental impact assessment for construction and operation of the Scheme and is reported in Appendix 13.2. Water Quality Assessment Report of the Environmental Statement (TR010064/APP/6.3). The assessment specifically looks at the issues arising from routine runoff from the road surface during operation. The assessment of potential impacts uses the Highways England Water Risk Assessment Tool, as detailed in National Highways' Design Manual for Roads and Bridges LA 113. Highways England Water Risk Assessment Tool is a multi-step approach to assess the impacts of pollutants. Where impacts are identified recommendations to include Sustainable Drainage Systems have been incorporated into the design. Sustainable Drainage Systems (swales, attenuation ponds etc.) allow the water from the highway to be treated before being released. The results of the assessments suggest that all discharges from the Scheme are below the environmental quality standard thresholds for water quality. The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport

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				Assessment (TR010064/APP/7.4). The Applicant has undertaken a Landscape and Visual Impact Assessment which is included in the Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment has looked at the impacts of the Northern Loop during the construction and operational phases. The environmental design shown on Figure 2.3 the Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of mitigation planting to offset the visual impacts and also to provide landscape integration of the Northern Loop. The assessment has concluded that there will be no significant adverse visual effects once mitigation has sufficiently established. The environmental design has aimed to maximise opportunity for landscape integration and reduce the influence of the Scheme on people's views. The visual assessment has identified that there would be some beneficial effects (improvements on existing views) in some locations around M60 junction 18 as a result of the Scheme. A series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044) to show how the landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the Environmental Statement Appendices (TR010064/APP/6.3). The Applicant has undertaken an Arboricultural Impact Assessment and is included in Appendix 7.5 Arboricultural Impact Assessment of the Environmental Statement Appendices (TR010064/APP/6.3). An iterative process has been undertaken to refine the Scheme design to avoid tree loss where possible. The Arboricultural Impact Assessment covers trees and woodland that could be affected by the Scheme and Figure 7.5.1 Tree Constraints Plan and Figure 7.5.2: Tree Removal Plan, at Annex A of Appendix 7.5 of the Environmental Statement Appendices show the locations of trees within the Order Limits, and those currently at risk of removal. The Arboricultural Impact Assessment also includes recommendations for tree protection measures during the construction phase. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) states that an Arboricultural Method Statement will be produced at the detailed design stage to detail how existing trees within temporary working areas will be protected. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
375	Q10	I attended the Consultation event at Parrenthorn High School on February 21. Nothing I saw or heard there convinced me that this project was necessary or that the proposals will succeed in achieving its aims. It was disappointing to note that the NH officials present had little knowledge of the wider geography of the M60 around North Manchester and were not able to engage with my thoughts about how this impacts the short section in question here. The section of the M60 Ring Road - north from Barton viaduct (J10) to Simister Island (J18) is less than 10 miles but contains several interchanges with	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). In line with the Road Investment Strategy announcements improvements to other areas of the M60 are not within the scope of the Scheme. The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area

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		local roads and motorways - many if not all with limited access or exit. As a result, eastbound traffic after J12 (Worsley) has no other course - save for M61 north - but to remain until J17 (Prestwich) or J18 before it can leave. It is that volume which impacts severely on the short - less than a mile - section between J17 and 18. The proposed loop will enable M60-continuing traffic to move freely. At off-peak times, the saving might be very small - so hardly a need for this expensive addition. However, the problem is compounded at peak times by severe congestion of eastbound traffic between J17 and J18 - a section of under a mile in length. Eastbound M60 traffic coming through J17 has a very short time to manoeuvre to either M62 onwards to Rochdale, M66 north to Bury or M60 south to Oldham and Stockport. Add to that eastbound traffic entering this section from J17 (A56) which faces the same three choices in that short length of road - and the recipe for chaos is compounded. My contention is that the loop will not solve that problem. Vehicles which can access the off ramp at J18 can navigate the roundabout in little more time than using the propose loop would offer. The wider congestion is a function of that short length of road and the scramble of drivers - often selfishly - to secure the correct lane. I seriously question whether the spending of £340 million on this project is value for money. Widening this section to five - probably narrower - lanes will only add to the problem which I outlined above. More radical solutions would be close the east bound ramp from J17 or make the whole section of M60 Ring Road north into a toll road. However, I suspect neither would be politically acceptable. Further, while it may ease this J17-J18 situation, it will do so in favour of congestion elsewhere. Five lanes and more traffic will add to the existing air and noise pollution which affect my neighbourhood. Mitigating remedies do not ease my fears on that.		on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Transport Assessment (TR010064/APP/7.4) sets out how we developed our traffic models to reflect the baseline traffic conditions as they were in 2018 and then how the 2018 model was used to forecast future conditions. The 2018 baseline traffic model was developed using various different data sources which includes traffic data (some of which was extracted from WebTRIS which provides traffic flow and journey time data accessible through the National Highways website), anonymous mobile phone data to understand travel patterns, digital maps, and Department for Transport guidance. Using the 2018 baseline data, future forecast scenarios were developed as discussed in the Transport Assessment (TR010064/APP/7.4). The report includes details of model scenarios, modelled future years, local developments and how we predicted the future growth. The future year traffic growth was taken from Department for Transport's National Trip End Model Forecasts and the government's projection of future traffic, the National Road Traffic Projections (2022). Therefore, any increases in traffic due to either local developments or natural background growth will have been accounted in the modelling through the Department for Transport's traffic growth predictions. As per Department for Transport, Transport Analysis Guidance, modelling work has been undertaken to understand how the Scheme is likely to perform using Department for Transport's traffic forecasts. Three future year traffic models were developed which were also used to undertake the economic and environmental assessments. The traffic models were developed for 2029 (Scheme opening year), 2044 (Scheme design year, 15 years after Scheme opening) and 2061 (the final year for which Department for Transport has published traffic growth forecast). The traffic models were developed using the Department for Transport's National Trip End Model, which considers national projections in population, employment, housing, car ownership and trip rates. The National Trip End Model forecasts an increase in traffic rather than a reduction (within Greater Manchester around 9% from 2018-2029, 15% from 2018-2044 and 20% from 2018-2061) and this is likely to contribute to increases in delay/congestion in the vicinity of M60 junction 18. If nothing is done, congestion will increase on routes around M60 junction 18 and the major road network, thus the Scheme is required to resolve the identified traffic related problems. The Applicant confirms the corridor between M60 junction 17 and junction 18 will require traffic movements to access the diverges on the M60 eastbound at M60 junction 18. These manoeuvres will not be significantly different to the existing manoeuvres in the current arrangement. A traffic signing and road marking design has been developed to ensure the M60 junction 18 eastbound diverge operates as safely as possible. In 2019 the M60 junction 17 – junction 18 link had a lower collision rate per billion miles than the national motorway average and it is anticipated that this safety record will continue after the Scheme is completed. The year 2019 has been used as a comparison year as it was after the conversion to controlled motorway had been completed and before the impacts of Covid Pandemic, which resulted in far fewer motorway journeys being taken and therefore was not

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		The measures proposed to the south of J18 where the M60 from Blackley and Stockport joins the M60 west bound appear less invasive and more workable. A wider or additional slip road makes good sense. On the opposite side of the island, little room exists for any further widening of the access from M62 eastbound to M60 south. Previous works fully occupy the space and demolition of properties in Simister Village - thankfully not proposed - would be unacceptable. Overall, the construction of this "Northern Loop" would be an very expensive folly. It provides little value outside of peak times, and in the busiest periods, it is not the time taken to navigate he loop but the difficulty with multiple routes sought by drivers in a very short section of road which creates most of the congestion. Accessing the loop will take longer - negating any time saved. As a near neighbour of the work, my solution is not to use this section at all. If I want the M60 to Stockport, I use J19 Middleton Road. As with other road problems at different times, the radio message is "Find an alternative route". Your expensive 'solution' will not achieve its aims. My views are based on observations taken on many occasions at Sandgate Road bridge - midway between J17 and J18. I do not have figures for the proportions of eastbound vehicles which take each of the three routes - M62 east, M66 north or M60 south. I am sure that NH will have this. I pose the question as to whether the proportion in that third category justifies the construction of this expensive folly.		wholly representative of demand. Further details can be found in the Transport Assessment (TR010064/APP/7.4). Traffic joining M60 eastbound at junction 17 wishing to access the M60 southbound will stay in the new lane 1 without merging with other lanes prior to the junction 18 diverge. Traffic joining the M60 eastbound at junction 17 and wishing to access M66 northbound will need to make one lane change movement. Traffic joining the M60 eastbound at J 17 wishing to continue eastbound on M62 will still be required to make two lane change movements to access lane 3, which is a similar number of lane changing movements to the existing arrangement, considering that the current merge at junction 17 is a taper merge. Advanced directional signage and road markings will be provided to help motorists identify which lanes they need to be in. Further details can be found on the General Arrangement Plans (TR010064/APP/2.2). The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.
376	Q10	I have two apartments right next to the motorway already. Adding another lane will make the noise, and pollution even worse. The valuation will drop and everyone living on Court	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1).

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		for J17 and 18 will suffer. Some people are already selling the properties lower and want to move out I have two daughters living in those apartments and they are not happy at all.		Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
378	Q10	PLEASE KEEP US UPDATED We understand that the proposed area of permanent acquisition of land at Whitefield Golf Club will not be over any areas containing the golf course. Please let us know if this is not the case.	Y	The Applicant confirms with regards to the Whitefield Golf Club, and Pond 6, there will be no land take as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
379	Q10	I am concerned for my property value and residential experience. I agree with the works to be done at Simister Island and could get on board with road improvements from	N	The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is

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		J18-J17 (Southwest bound) but not with the opposite direction. Environmental improvements should be made irrespective of this work. For this work focus on what is important.		to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme. The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
380	Q10	I am concerned about the noise level will increase, and pollution. We moved from our home for less noise level and now feel this is being disrupted.	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during

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				construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.
381	Q10	My son spends all of his time at home as a result of debilitating illness and the increased noise and vibration pollution will reduce his quality of life; his hearing suffers greatly from loud noises and causes him extreme discomfort. Construction, and the associated traffic, will undoubtedly cause him additional stress as he will not be able to escape it. I can add that while work was last being undertaken on the motorway the vibrations from the work shook the house and felt like an earthquake. I would request that the route onto the site of pond 6 during construction be via the motorway, as discussed at the first public consultation meeting, instead of through the trees estate. I would also request that the proposed locations of the temporary working and storage areas for pond 6 be placed elsewhere. Furthermore, creating a permanent access track to pond 6 should simply be a case of linking the already existing gravel track (that continues on from Philips Park Road) the short distance to the pond. Rather than creating an entirely new track the longer distance from Ross Avenue and across the back of our garden. As explained earlier, the gradient should not be a problem.	Y	The Applicant confirms with regards to the Trees Estate, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1).
382	Q10	From reading the consolation document my other comments include: 1. M60 J18 is a busy, complex section of motorway, a workable, safe solution will require a road design with suitable lane widths in conjunction with	N	The Applicant can confirm the Scheme design has suitable lane widths with details set out on the Engineering Section Drawings (TR010064/APP/2.8). Gantries, signing, signalling and road marking design are included in the application for development consent to allow the Scheme and associated road network to operate safely. Further details are available in Chapter 2, The Scheme of the Environmental Statement (TR010064/APP/6.1). The Applicant confirms, that due to the junction layout and the short distances between junctions on the M60 all

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		integrated gantries, signing, signalling and road markings. These all have an impact on the Scheme and an operationally successful solution. These features are not fully covered and are a gap in the consultation and environmental mitigation. 2. Road Lighting - The should embrace a fully lit scheme, latest LED technology and the consultation should include the consequential impact and variance from current arrangements. Again a gap I the environmental impact. 3. Loop Slip Road - What is the design speed of the loop radius? To say 'save' construction matters is the radius too small, creating an accident prone solution and therefore a false economy? 4. Loop Slip Road Merge - Southbound M66 /M60 concerns are covered above. 5. M66 Southbound - The alignment of the slip road and bridges may create poor sight lines especially at merge points. Does the solution involve narrow lanes and potentially a poor operational arrangement? The above and previous comments aren't conclusive, they hopefully highlight the Scheme is complex and probably unique across the UK motorway network. I consider this consultation should embrace all the features of a safe functional solution (not just a highway alignment) and demonstrate merge / diverge arrangements will create a safe, workable solution that delivers both the Scheme objectives and operational benefits. These are all gaps in the consultation documentation and I feel the proposed scheme.		sections of the Scheme will either remain lit or will be provided with new lighting in accordance with National Highways' Design Manual for Roads and Bridges and specified to mitigate, as far as practicable, light spill from the carriageway. This will include installation of "hoods" on the lights where necessary. An assessment of the visual effects from street lighting and from car headlights are addressed as part of the visual impact assessment in Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The Northern Loop's slip road design speed is 85kph and provides a compliant radius with National Highways' Design Manual for Roads and Bridges. Advisory maximum speed signs of 40mph will be in place however these will not be enforceable, which is common practice on the Strategic Road Network. The cross-sectional arrangement can be found within the Engineering Section Drawings (TR010064/APP/2.8). The lanes are narrowed from the desirable cross-section on M66 due to the existing structures, however, the lanes widths are in line with the National Highways' Design Manual for Roads and Bridges and are an improvement on the existing lane widths in some sections. Visibility and sight lines at merge points have been reviewed and are in line with the National Highways' Design Manual for Roads and Bridges. They will continue to be reviewed at the detailed design stage of the Scheme to ensure any modifications to the design do not reduce the visibility below the desirable levels.. The Applicant confirms that all available information has been shared during consultation and further information is provided in the application for development consent, including the Environmental Statement (TR010064/APP/6.1) and First Iteration Environmental Management Plan (TR010064/APP/6.5) which includes a Register of Environmental Actions and Commitments and topic specific Outline Management Plans required to mitigate the environmental effects of the Scheme. The First Iteration Environmental Management Plan and the associated Outline Management Plans will be developed further as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
384	Q10	I strongly oppose this entire scheme, which will only induce additional traffic on the M60, increasing congestion elsewhere, as well as air pollution and carbon dioxide emissions, conflicting with the declared climate commitments of the UK Government and Greater Manchester Combined Authority. The (up-to) £340m being spent on this scheme should be reallocated to active travel and public transport schemes.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated

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				with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The UK's Climate Change Act 2008 commits the UK to reducing carbon emissions to 'net zero' by 2050. The Climate Change Act 2008 also requires the Secretary of State to set legally binding carbon budgets over five-year

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				periods on a trajectory towards 'net zero' and to ensure that net UK carbon emissions do not exceed these budgets. In accordance with relevant guidance and policy, estimated changes in greenhouse gas emissions because of the Scheme have been compared to these carbon budgets in order to assess their potential significance. The results of this assessment, which are presented within the Chapter 14 Climate of the Environmental Statement (TR010064/APP/6.1), indicate that estimated changes in greenhouse gas emissions because of the Scheme are negligible in comparison to relevant UK carbon budgets. On this basis, changes in greenhouse gas emissions associated with the Scheme are considered unlikely to have a material impact on the ability of the UK Government to meet its carbon reduction targets and are therefore considered to be 'not significant'. In order to reduce the amount of construction phase greenhouse gas emissions, an Outline Carbon Management Plan has been produced and can be found at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan focuses on how the Scheme will reduce carbon emissions during the construction of the Scheme through measures such as potentially using electric (or alternative lower-carbon fuel) construction equipment instead of conventional diesel-powered construction plant and/or the use of low carbon materials. The Outline Carbon Management Plan will be developed into the Carbon Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). There is little the Scheme can do to influence road user greenhouse gas emissions, therefore 'Decarbonising Transport: A Better, Greener Britain' (Department for Transport, 2021) is the main mechanism to reduce these emissions. It sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan includes commitments for zero emission vehicles, delivering a zero-emission freight and logistics sector, maximising the benefits of sustainable low carbon fuels, more choice and better efficiency in the future transport system, hydrogen's role in decarbonising the transport system and increased investment in cycling and walking. The plan recognises, however, that continued high investment in our roads is, and will remain, as necessary as ever, to ensure the functioning of the nation and to reduce congestion which is a major source of greenhouse gas emissions. In addition to the national Transport Decarbonisation Plan, National Highways has published its own 2030/2040/2050 Net Zero Highways Plan. This plan includes commitments to ensure that National Highways' corporate greenhouse gas emissions will become net zero by 2030, its maintenance and construction activities will become net zero by 2040 and road user greenhouse gas emissions on the strategic road network will become net zero by 2050. The Applicant, National Highways, is responsible for improvements to the Strategic Road Network (motorways and major A-roads), which includes this Scheme. Improvements to public transport in Greater Manchester would be the remit of Transport for Greater Manchester and local authorities. However, through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.
385	Q10	It just is not needed. People just want things yesterday & we feed into that now.	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive*

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				improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
386	Q10	How many additional electronic signs, MS4's and cameras will be installed. Will the lighting be fixed at the junction as I have frequently seen it not working. If the hard shoulder will be discontinuous and no ERA bay appears to be installed will a park up point for emergency vehicles be included?	N	The Applicant confirms the Scheme design incorporates new signals and MS4s, an electronic information and signalling sign, located on new and existing gantries. CCTV cameras and enforcement cameras. New lighting will be provided for the M60 mainline, M66 mainline through junction 18 and the upgraded and new junction 18 slip roads. The hard shoulder discontinuities are located where there are existing constraints such as structures. The junction 17-junction 18 M60 link has hard shoulder coverage which is greater than existing and can be used for emergency vehicles when attending an incident if necessary. In relation to observation platforms for emergency vehicles, the junction 17 to junction 18 M60 link does not currently have this facility installed and no new facilities will be provided. Further details can be found on the General Arrangement Plans (TR010064/APP/2.2).
388	Q10	We live just outside the motorway , the works can cause disturbance for my family and myself	N	The Applicant confirms the current programme of approximately three and a half years is based on the intention to avoid reducing the capacity of the strategic road network during the daytime. To allow space for construction activities, there will be narrow lanes installed on the M60/M62/M66 for various durations throughout the construction programme, which will require a reduced speed limit to be enforced on the respective roads while traffic management is in place. The Scheme construction methodology and phasing will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1) which will further detail the specific traffic management measures to be implemented during construction.

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				The Outline Traffic Management Plan (TR010064/APP/7.5) details the diversion routes that will be utilised by the Scheme during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes where possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
389	Q10	I wonder whether this will have a bigger impact n cogestion of traffic at the Worsley interchange, as most days or everyday it is a stand still there	N	The Applicant confirms the Scheme was originally announced in the Road Investment Strategy 1 2015-2020 as one to be developed for the next Road Period which asked National Highways to "*develop a comprehensive improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester upgrading the critical junction for the traffic heading eastwards over the Pennines*". A longlist of options was developed to consider how the issues being experienced on this part of the network could be addressed and to identify those options which best met the Scheme objectives to reduce congestion and improve journey time reliability. The Scheme was committed to as part of Road Investment Strategy 2 2020-2025. Further details on how the Scheme has developed into that which forms the application for development consent can be found in Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), Chapter 2 of the Consultation Report (TR010064/APP/5.1) and the Case for the Scheme (TR010064/APP/7.1). The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme does not aim to reduce traffic, it seeks to improve these issues reduce congestion through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).

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390	Q10	why? brochure hard to read. Complicated!	N	The Applicant confirms the information set out within the consultation materials is provided to support informed responses from a wide range of consultees. A range of information in different formats with different levels of detail was available on the Scheme webpage, consultation webpage and in the paper brochure which was mailed out to local residents as well as at six deposit points and the public information events. Further details are set out in the Consultation Report (TR010064/APP/5.1).
391	Q10	I am concerned for my property value + residential experience. I agree with works to be done at Simister Island and could get a board with road improvements from J18-J17 (south west bound) but not with the opposite direction. Environmental improvements should be made irrespective of this work. for this work focus on what is important	N	The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme. The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15. Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4). The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
392	Q10	I am concerned about the noise level will increase, and pollution. We moved to our home for less noise level and now feel this is being disrupted	N	The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the

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				Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.
395	Q10	On my understanding - I feel the proposals would make the situation regarding safety worse (an accident waiting to happen) I hope that the environmental issues will be given full consideration	N	There are several procedures undertaken by the Applicant to ensure that the Scheme is being developed to be as safe as possible. They include the setting of safety objectives, consideration of all safety aspects of the Scheme by a team of road safety experts and reviewing the Scheme design by a team of independent road safety specialists. To set the safety objectives for the Scheme, consideration was given to the underlying change in collision and injury rates on comparable sections of the road network. Two sources of data were considered: collision data for the motorway network as a whole and the Smart Motorway Stocktake, a review of the safety performance of Smart motorways compared to other motorway types, to investigate if the performance of other sections of Controlled Motorways could be utilised. The collision data for the five-year period between 1 January 2010 to 31 December 2014 inclusive was analysed and compared to the data for the period 1 January 2019 to 31 December 2019. The analysis showed that the 2010 – 2014 period is still sufficiently representative, in terms of types, severity and general location, to be used to set the baseline. It is considered that the Scheme as a whole will improve the safety of the Simister Island Interchange by reducing the number of conflicts on the Simister Island circulatory carriageway, reducing congestion on the M60, and reducing the number of merging manoeuvres on to the main carriageways. Further details on the accident analysis can be found in the Transport Assessment (TR010064/APP/7.4). The Applicant confirms the Scheme design has been subject to detailed environmental assessment. The Scheme design has taken environmental constraints into account and mitigation measures have been included into the design as far as practicable. The Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5) details mitigation measures to avoid, prevent, reduce or, where practical and appropriate, to offset the potential environmental impacts associated with construction of the Scheme. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the

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				draft Development Consent Order (TR010064/APP/3.1).
396	Q10	I need to know how it will effect my property. If I were to sell, will the value be affected. What happens if area becomes blighted. If we sell are the new owners able to claim compensation	N	The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
397	Q10	How will it affect the wildlife, air pollution, noise? will just blight the area, like you did in the 90's! We've been here nearly 40 years on Marston close + are now considering moving thanks to you! get the pot holes sorted first!	N	The Applicant has undertaken a detailed assessment of biodiversity as part of the environmental impact assessment for construction and operation of the Scheme as set out in Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1). This provides a full assessment of the effects of the construction and operation of the Scheme on wildlife and the habitats they rely upon. This includes several different types of wildlife including birds, badgers, and other small animals. Appendix 8.6 Breeding Bird Survey Report and Appendix 8.7 Wintering Bird Survey Report of the Environmental Statement Appendices (TR010064/APP/6.3) address breeding birds and wintering birds, respectively. The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. The Applicant has undertaken detailed assessments of air quality and noise and vibration as part of the environmental impact assessment for construction and operation of the Scheme and are set out in Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e., an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e., some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5)

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				which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that the projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations.
398	Q10	I have a few concerns regarding noise levels & dust etc. With all these changes I just worry about the value of my house dropping and the quality of life I have now changing in the future. Noise levels from construction using Pole Lane for access. Dust and contam on my property.	N	The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The road traffic noise at Mode Hill Lane / Pole Lane is predicted to decrease by 1.6dB with the proposed scheme. Changes in road traffic noise of 3dB or more can be perceptible to people, so this reduction in road traffic noise is not likely to be noticeable at this location. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme. The Applicant has developed the construction methodology in relation to the current design of the scheme and

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				the space available on the existing network. The length of the programme is driven by the intention to retain the existing number of traffic lanes open on the M60 / M66 / M62 during construction, to minimise the impact of construction on traffic. Maintaining the existing number of lanes on the network will mean there is very little available working space during the daytime, which means we will need to introduce nighttime closures on the M60 / M66 / M62. The traffic management strategy, which gives an overview of the phases and the required network closures during construction, can be found in the Outline Construction Traffic Management Plan (TR010064/APP/7.5). Detailed in the Outline Construction Traffic Management Plan (TR010064/APP/7.5) are the proposed diversion routes during night closures of the M60 / M66 / M62. The Scheme will install temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase where access would be required from the local road network for the establishment of a work area – including works such as ground investigation, groundwater monitoring, soil resource surveys, ecology surveys, trial holes, archaeology and the installation of boundary fencing). This will minimise impact to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures and use of diversion routes. Mode Hill Lane has been included within the Schemes order limits (boundary) as the Applicant needs to connect the main compound located opposite Mode Hill Lane to existing utilities. To complete the utility connections the Applicant will need to install temporary traffic management, the utilities companies have indicated that this will likely only require two-way traffic lights for a short duration, however the scope of works is subject to change upon further site investigation. Once the scope of work is fully understood in this area detailed consultation will be undertaken with affected residents. During the construction period, a detailed schedule and plan of work will be communicated with residents well in advance of works taking place, including working hours, durations, expected disruption and access implications. With regards to Mode Hill Lane and Pole Lane, access will be required during the day for a short period of time. This will be planned with local residents and users of Mode Hill Lane and Pole Lane to ensure minimum disruption. Accesses to properties neighboring the scheme will be a maintained throughout the construction and operation of the scheme. During the operation of the main compound, access for all large construction vehicles will be via the strategic road network and the local road network would only be used occasionally for small work vans or in an emergency situation.
399	Q10	I was involved helping our ? MP dealing with the proposlas in the early 1990's which would have meant two lanes parallel to the M60 north of it. I resided here when the motorway was built. I remember the noise and discomfort in ? When Ross Avenue had to be connected to the estate.	N	The Applicant confirms with regards to the Trees Estate, including Ross Avenue, and Pond 6, there will be no construction traffic using these roads as a result of a significant change to the drainage strategy following the Statutory Consultation held between 15 February 2023 and 28 March 2023. Pond 6, which was located in Whitefield, north of the M60, and all associated works have been removed from the Scheme, so no access will be needed through the Trees Estate for construction of the Scheme. This change will remove all impacts on noise pollution, air pollution and the ability to enter and leave the estate from the residents. Further details are available in Chapter 5 of the Consultation Report (TR010064/APP/5.1). The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration

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				Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).
400	Q10	I own two properties that are affected by this scheme. All my comments apply to both properties therefore I have not filled in a 2nd form	N	The Applicant acknowledges the comments received.

Q.9 Non-statutory supplementary targeted consultation responses

The tables provided below evidence the regard had to responses received to National Highway's statutory consultation in accordance with s49 of the 2008 Act. Specifically, the table below, provides how National Highways have responded to responses received from consultees as part of the non-statutory targeted consultation between July and September 2023.

Consultee comments raised in response to the non-statutory supplementary targeted consultation (July – September 2023) via emails and letters			
Respondent ID:	**Response:**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
E205	As a resident of Marston Close we have today received your latest consultation letter. We notice that in Ref' LU19/2 that changes have been made to ensure that the contractor has sufficient space to access Mode Hill Lane. In a consultation meeting earlier this year we were assured that no contractor vehicles would be using Mode Hill Lane to gain access. We asked the question about access via Mode Hill Lane as it is a narrow road (and has many potholes along its length). We therefore feel that the decision to access via Mode Hill Lane will impact every resident accessing Marston Close and adjacent roads. On this matter and referencing Design Change Number LU-20 and the supporting map, can you please confirm why there is a need to acquire temporary possession to the entry section of Marston Close? What is this area to be used for as there is only access to residents garages?	N	The Applicant confirms the main Scheme compound will be located within existing agricultural land southeast of Mode Hill Lane. Access to the land will be required via Mode Hill Lane during early enabling works for the main Scheme compound. This compound will require utility connections to ensure it is serviced with power, water, and communications infrastructure. The site has been chosen as the main compound to allow connection to these services with existing utilities opposite Mode Hill Lane. To complete the utility connections on Mode Hill Lane the Applicant will need to install temporary traffic management. Further details are set out in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan for implementation during construction and secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1)The utility companies (Openreach, Electricity North West limited and United Utilities) have indicated that this will likely only require two-way traffic lights for a short duration, however the scope of works is subject to change upon further discussions with the utility companies during the detailed design phase of the Scheme. Once the scope of work is fully understood in this area, engagement will be undertaken with affected residents regarding the utility works. Access to properties neighbouring the Scheme will be maintained throughout the construction and operation of the Scheme. During the operation of the main compound, access for all large construction vehicles will be via the temporary construction access on the M60 to M66 Free Flowing Link Road. The compound will, however, also include temporary offices, and staff and visitors entering the site to work in them will need to use Mode Hill Lane. There will be a dedicated carpark for staff and visitors within the site compound, so vehicles will not be parked on Mode Hill Lane or any other of the local roads. During the construction of the Scheme, a detailed schedule and plan of work will be communicated with residents well in advance of works taking place, including working hours, durations, expected disruption and access implications. For the most part, office work will take place during normal working hours (Monday to Friday, 0700 to 1900); and as far as possible, the Applicant will organise construction activities in same way. There will be construction activities on the Scheme, which require out-of-hours, weekend, or night-time work at certain points during the construction period. Works that will require out-of-hours, weekend or night-time work include; installation and maintenance of traffic management, demolition of existing structures, construction of new structures, piling works for structures and retaining walls, removal and installation of new signage/technology, central reservation works, verge works that cannot be undertaken safely in the daytime, cross carriageway ducting and drainage, installation and removal of street lighting, resurfacing, white lining, emergency carriageway repair and the maintenance of plant and equipment requiring 24/7 operations such as pumps. The Applicant will minimise this sort of activity; and will give residents and road users advance notice of the activities before they are carried out.
E210	I note the latest iteration of the scheme as it impacts my clients land. I am discussing with [anonymous] who you know have an option on the land and once we have a joint view we will revert, but in the meantime I	N	The Applicant acknowledges that permanent land acquisition (shown as pink on the Land Plans (TR010064/APP/2.3) required to deliver the Scheme will result in a landlocked area off Marston Close.

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	note that part of the site (adjoining the houses land shaded green) is to be landlocked by your proposal. At this point we would like you to give some consideration to the linking of this land to the reminder of our site as you do not need all the land around the pond, we can provide access. In terms of program we note it is envisaged that the project will start 2025 what is the end date for delivery of the land that you intend to use on a temporary basis IE the land shaded green Finally you have promised to let us have copy of all the reports including SI and drainage for our land but to date we have not received copies of same		There is a requirement to install a permanent maintenance access route to the drainage pond and the Pike Fold Viaduct structure from Mode Hill Lane, and as a result the land plot appears landlocked from the main land interest. There is also a requirement for essential environmental mitigation around the pond area hence the need for permanent acquisition. The Applicant is currently giving consideration to how the pond / landscaping / access track are arranged alongside each other, whilst also ensuring permanent access to the parcel of land in question. The Streets, Rights of Way, and Access Plans (TR010064/APP/2.5) show the new maintenance access route for the drainage pond and Pike Fold Viaduct which connects to the landlocked parcel of land and access will be maintained for the landowner. The Scheme construction phase is expected to start in late 2025 and is due to complete in early 2029. In respect of the temporary land possession mentioned i.e. the land south of Marston Close (shown as green on the Land Plans (TR010064/APP/2.3)) this is required to construct the Scheme, specifically the new embankment for the M60 eastbound to M60 southbound link and this will be handed back to the landowner following completion of the Scheme in early 2029. The Applicant confirms that site investigation information requested was supplied to the respondent on 23 February 2022.
E211	Respondent contacted the Applicants Customer Services department, who provided the following query to the Scheme: Advised according to trafficengland.com. Customer was not happy about general roadworks undertaken by NH and wanted to speak in depth about the work at Simister Island. Advised of proposed start date as well as what work will be carried out. Customer very unhappy about smart motorways and the general length of time it takes to complete works. Customer would like the time it takes to install the cameras and all other extra work to the time for completion so that when it says 6 months to completion it is actually 6 months and not 6 months plus the extra time to install cameras etc and speed limits are lowered.	N	The Applicant confirms that temporary roadworks are required to maintain and operate the Strategic Road Network in a safe and serviceable manner, including the M60, M62 and M66 motorways around the junction 18 Simister Island Interchange as part of the Applicants routine maintenance operations. Further details are set out in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan for implementation during construction and secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant anticipates that construction for the Scheme will commence in late 2025 with completion planned for early 2029. The Applicant will continue to review the construction programme to ensure the Scheme can be constructed as efficiently as possible. The construction programme will include all activities required to deliver the Scheme, including installation and removal of traffic management, temporary speed limits and camera systems and these activities are taken into account when determining the programme to completion.
E217	RE: M60/M62/M66 Simister Island Interchange Improvement Project (the Proposed Development) Supplementary Consultation I refer to your letter dated 31st July 2023 regarding the above Proposed Development. Further to our previous response, dated 16th March 2023, NGET has no additional comments to make. If you require any further information, please do not hesitate to contact me.	N	The Applicant acknowledges the response from NGET.
E224	I am wishing to make a compensation claim due to the effects of construction due to the planned for Simister Island. My claim refers to section 152 of the 2008 act or under section 10 of the compulsory purchase act 1965. My property will incur significant value reduction as currently the biggest selling point is the undisturbed view of our natural countryside.	N	The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.

Consultee comments raised in response to the non-statutory supplementary targeted consultation (July – September 2023) via emails and letters			
Respondent ID:	**Response:**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
	The extra noise, smell, smoke, discharge, lightning, workmen that will impact me will be immense as I work shifts, the reason I moved into the property was the quiet area and peaceful nature. The whole process has given myself and my partner a huge amount of stress. If you require any further information please contact me on the number below.		The Applicant will minimise disruption during construction of the Scheme as much as possible. Where there are impacts, these will be mitigated appropriately., The Applicant is developing a strategy for how the Scheme will be constructed and. this will include details about impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are also included in the First Iteration Environmental Management Plan (TR010064/APP/6.5) and these will be incorporated into working practices. These measures include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of overnight working, the Applicant will aim to reduce adverse impacts to the shortest duration possible. The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The Applicant acknowledges the concerns raised about the construction works causing an increase in air pollution. For air quality, construction traffic was assessed as having no significant effect on air quality, as discussed in section 5.10 of Chapter 5 Air Quality of the Environmental Statement (TR010064/APP/6.1). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement, and the risk of construction dust is considered to be 'high' therefore mitigation measures have been set out in an Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include things like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has set out at section 5.10 of Chapter 5 Air Quality of the Environmental Statement (TR010064/APP/6.1), that overall, for human health there were no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects are based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air quality of the Environmental Statement.

Consultee comments raised in response to the non-statutory supplementary targeted consultation (July – September 2023) via emails and letters			
Respondent ID:	**Response:**	**Change (Y/N):**	**National Highways' Response (inc. the regard had to the consultation response):**
			Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e. an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junctions 17 and 18 or, for Simister, due to traffic using the northern loop slip road (i.e. some traffic is moved further away). New lighting included in the Scheme design will be provided in accordance with National Highways' Design Manual for Roads and Bridges design standards and will be specified to mitigate, as far as practicable, light spill from the carriageway. Effects from new street lighting and from car headlights are addressed as part of the visual impact assessment in Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). During construction vegetation would be removed to allow the addition of the fifth running lane. However, the Applicant will provide temporary fencing during construction, and existing or reinstated boundary fencing and other screening (e.g. noise barriers and vegetation) when the Scheme is open to traffic to reduce any headlight glare. Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the vegetation which would be reinstated along most sections of the highway boundary and by the design year (2044) (year 15 of operation) would establish to provide a similar level of filtering or screening of cars and headlights as that which currently exists.
E226	Thank you for your letter dated 14 August 2023 and your consideration through the consultation. Having read through the detail in the letter and online information we do have a further few questions regarding the proposals. Firstly we welcome the transition from permanent acquisition to temporary possession of the land for the landscaping (hedgerow enhancement) along Pole Lane, our property west and north boundary under 'Design Change Number LU-22. Notwithstanding the guidance comments on page 2 of the Statutory Consultation Map Book 1, can you clarify at this stage what the permanent acquisition of rights will be? I would assume it will be something similar to the hedgerow cannot be removed without prior written consent from the highways authority or allowance of access rights to permit establishment maintenance to be undertaken. In any case the addition of a hedgerow plantings along these boundaries will be a welcomed long-term feature. The plan shown in the provided letter does show the north boundary as still having a pink shading, meaning permanent acquisition of the land but in the Statutory Consultation Map Book 2 on plan DR-ZH-0004 it shows the shading as blue (location marked with a green circle below). Please can you confirm that the north boundary, as we assume is to be temporary possession of land and permanent acquisition of rights? [attached image] The letter (dated14.08.2023) makes the following statement 'The purpose of this letter is to inform you that we believe these updates and changes now mean that you are no longer directly affected by the scheme'. Is this a typo, as there is still permanent acquisition of our land shown along our east boundary with the M66 circled in green below? [attached image]	Y	The Applicant confirms that with respect to the acquisition of permanent rights, the Applicant has agreed the approach with the land interest and included appropriate powers within the application documents over the planted area to access and maintain its function as mitigation for the Scheme. The detail of these rights can be found in Schedule 5 of the draft Development Consent Order (TR010064/APP/3.1) in respect of plots 2/13a and 2/13b which are also shown as blue on the Land Plans (TR010064/APP/2.3). The permanent rights over this land will be for this specific purpose only (to access and maintain the planting). The land at the north boundary of this interest also shows temporary possession (coloured green on the Land Plans) with the acquisition of permanent rights as above. The Applicant confirms there was an error in the letter dated 14 August 2023. In error, the letter included the statement "you are no longer affected by the Scheme". The Applicant explained the extent that this interest is still affected, as shown in the land use map books and plans dated August 2023. The Applicant confirms that the area on the east boundary of this land interest has now been removed from the Scheme as it is no longer required for construction of the permanent highways infrastructure. Further details on the permanent acquisition (coloured pink), temporary possession (coloured green) and permanent rights (coloured blue) can be found on the Land Plans (TR010064/APP/2.3) and detailed within the Book of Reference (TR010064/APP/4.3). Further details about the design change can be found in Chapter 5 of the Consultation Report (TR010064/APP/5.1). Regarding planting, the Applicant confirms that the detailed landscaping design developed prior to construction, will ensure that suitable species are selected to avoid any risk to grazing livestock. This will include planting of deciduous trees, mixed hedgerows and shrubs with intermittent trees as shown in Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2). The detailed landscaping scheme will also make use of all available land, including the existing and new highway verge. This is secured by Requirement 5 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant also confirms that the small strip of land (ref LU-3) is no longer required and has been removed from the Scheme. This small strip of temporary land acquisition was located north of Simister

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	With regard to our east boundary, should it be confirmed that there is a proposal to permanently acquisition this land, please can the precise amount/ measurements be confirmed? It is our understanding from previous communications that there is to be a hedgerow planted along this east boundary with intermittent trees within the proposed hedge line, is there any other purpose to why the land would need to be acquired? We would also make the following points with regard to planting on this boundary. We are not opposed to the planting of a hedgerow with intermittent trees on this boundary. Species selection would have to be none poisonous to grazing livestock. Is there a definitive need to plant this boundary? As the other boundaries of our land have been offered by ourselves for planting, which in time will offer greater benefits to potential screening from Pole Lane and will offer ample biodiversity net gain (environmental mitigation) for this location over the east boundary planting alone. We have also been informed through discussions that there will be no increase in noise, light or air pollution should this proposal be implemented and in some cases levels decreased, as it is anticipated that traffic will be more free flowing. Which in part would void the need to plant this boundary. In previous discussions comment has been made by your consultants that the type of hedgerow planting could potentially be accomplished within the existing highways authority boundaries, can this be explored further before confirming acquisition of land? Following the above comments, if there is still a need to plant this boundary, can it not be considered to undertake a temporary possession with permanent acquisition of rights as with the other boundaries? We understand that under ref: LU-3 that the previous small strip of land does no longer require temporary land acquisition.		Island Interchange, to the west of the M66 northbound carriageway and was removed from Scheme r Order Limits due to a change in construction methodology. Further details are available in the Consultation Report (TR010064/APP/5.1).
E230	I am in receipt of the recent letters from the National Highways asking for feedback on how the proposals will affect my household. 1. I am a nurse and my job includes night shifts. I will need to sleep during the daytime 2. I have asthma and my partner has type 1.5 diabetes. I am concerned that our child may develop asthma as I have it and the work would then also impact her. 3. It will restrict our use of the garden. This is not ideal with a small child as I will need to hang out a lot of washing. It will restrict our child playing out there and us entertaining friends there.	N	The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions

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	4. The noise will be a concern as I and my child will need sleep during the day. I don't believe the windows I have currently will keep the noise out. 5. In the summer the house gets very warm, to keep it cooler we open the windows, the work will mean that we won't be able to do this and the house will get stuffy 6. I am concerned that it may affect the quality of our water supply 7. I am concerned that it may affect the wildlife on the field, currently the foxes and cats keep rats and mice away from the property I bought the property in March 2021 when I believe the proposed work on the motorway was known about. However I was never advised of this so didn't have the opportunity to reconsider going ahead with the purchase, we bought the house for the privacy and the view that the garden provides and I wouldn't have bought the property had I have known. If I wanted to sell I believe it would affect my chances of selling and likely reduce the asking price. This could be very stressful if I am unable to raise enough equity to purchase a new property. I am hopeful that any work that may need doing will happen before the work commences If I have any more concerns to add I will send a further email		and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a detailed assessment of Population and Human Health for construction and operation of the Scheme and is reported in Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1). This assessment includes the effect of the Scheme on health (including mental health) and wellbeing. The assessment identifies that there will be temporary significant adverse effects on human health associated with reduced access to the natural environment and the outdoor environment for residents of Besses Ward and associated with exposure to construction noise on all wards (Besses, Holyrood, St Mary's & Unsworth) within the study area. However, there would also be a permanent significant positive effect on health associated with an overall reduction in long term exposure to traffic noise which will benefit the quality of urban and local environments throughout the study area as a result of the Scheme. The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution

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			concentrations (i.e. an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e. some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken an assessment of water quality impacts as a result of the Scheme as set out in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The assessment specifically looks at the issues arising from routine runoff from the road surface during operation of the Scheme. The assessment of potential impacts uses the Highways England Water Risk Assessment Tool (HEWRAT), as detailed in National Highways' Design Manual for Roads and Bridges LA 113, (Road drainage and the water environment). All discharges from the Scheme are below these Environmental Quality Standard thresholds in terms of water quality. The quality of the water supply to residential properties will not be affected by the Scheme. The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. The Applicant confirms that the first public (options) consultation for the Scheme was held between 22 June and 17 August 2020, to seek opinions on which of the two potential design options was preferred and why. Following this, the Preferred Route was officially announced in January 2021. Further details can be found in Chapter 2 of the Consultation Report (TR010064/APP/5.1). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.

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E232	We have been asked to contact you regarding the consultation on the proposed extension to the M60 Interchange at Simister Island. We reside at [anonymous] Marston Close and we have been recognised as statutory consultants. We have lived in this property since 1977 and the property is owned outright by the family. Although we would prefer it if the fields facing the rear of the property stayed as they are. We also intend to continue living here, even if the extension work goes ahead. But, obviously, there are concerns. One concern, of course, is noise. I am a renal dialysis patient, so sleep at night is essential. I have heard nocturnal work done on the M60 before. But as it now might be even closer to the house, there may be greater noise and disruption. This is obviously a concern. The change in the environment is also something to be considered. The fields and green belt have always been a major plus about living on Marston Close. However, fumes from vehicles and from substances like tarmac could be a possible problem for residents. The view of the fields and the animals (horses) that inhabit it have always been viewed as a plus for residents, and those who have purchased houses here in recent years. However, the loss of the green belt land may bring down the value of the properties on Marston Close. This is obviously another concern. We - and other residents -may be entitled to compensation. As the building of this extension may affect our usual everyday lives, it also may decrease the value of the properties. This, of course, will be looked into further. And any help on the matter is appreciated. Thank you for requesting and recognising our views and opinions.	N	The Applicant confirms the main Scheme compound will be located within existing agricultural land facing the rear of the properties along Marston Close. The compound will be operation for the duration of the construction which is circa three and a half years. Once the construction has been completed, any temporary (as shown green on the Land Plans (TR010064/APP/2.3)) possession of land will be returned to the original surveyed condition at the time of entry (unless otherwise agreed with the landowner) in accordance with the provisions of Article 30 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some

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			locations. Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e. an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e. some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1) provides a full assessment of the effects of the construction and operation of the Scheme on wildlife and the habitats they rely upon. It details the mitigation required to offset impacts. These measures are set out in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Table 8.21 in Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1) concludes there are no significant residual effects. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3), maximising biodiversity delivery of the Scheme. The Applicant's Landscape and Visual Impact Assessment, which can be found in the Chapter 7 Landscape and Visual Effects of the Environmental Statement (TR010064/APP/6.1) acknowledges the potential impact of the Scheme in the assessment of landscape character both in terms of the green belt designation and the effects of increased urbanisation on landscape character. As green belt is a land use policy rather than a landscape designation, it has been assessed separately in the Case for the Scheme (TR010064/APP/7.1), which demonstrates the very special circumstances for developing in the Green Belt. Very special circumstances are where there are other reasons to justify developing in the Green Belt even when a development would harm the openness of the Green Belt or any of the five purposes of the Green Belt. The very special circumstances are the national need for the Scheme, the benefits of the Scheme (in terms of reducing congestion and providing additional capacity which overall leads to a reduction in travel time) and the lack of alternatives with less impact on the Green Belt.

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			The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
E235 & E241	Customer called the Applicants Customer Contact Centre as they had received a letter about the consultation for planned works to M60 J18 Simister Island. The customer is a local resident living down Mode Hill Lane - and in the letter it advises that NH will need contractors to access her road to connect site compound to key utilities. The customer has some concerns about the work and would like the following questions answered: How long for Mode Hill Lane be used for as this works is part of a 7 year project - will it be used the whole time? What hours will the contractors be using the road? What is the noise impact from contractors accessing the road / and the works in general? Are heavy vehicles going to be used? If so what types of vehicles Also is the motorway coming closer to her house as they widening the lanes as part of the project? The customer has also seen online that you can claim compensation as part of this scheme so would like to know if she would be eligible. The customer said that the consultation closes on Sunday 10th September - but she been out of the country - so would like a response on this as soon as possible E241 To whom it may concern, I occupy the property at [anonymous] Mode Hill Lane and would like to lodge my objection against the proposed scheme. I did call last week with my concerns and questions but did not get a call back/email, I do recognise it was late but I have been out of the country and away for a while. From the correspondence I received and the supporting documentation available on the website I am finding it difficult to ascertain the exact impact and affect this will have on my property.	N	The Scheme construction phase is expected to start in late 2025 and is due to complete in early 2029 with approximately a three and a half year duration. The Applicant confirms the main Scheme compound will be located within existing agricultural land southeast of Mode Hill Lane. Access to the land will be required via Mode Hill Lane during early enabling works for the main Scheme compound. This compound will require utility connections to ensure it is serviced with power, water, and communications infrastructure. The site has been chosen as the main compound to allow connection to these services with existing utilities opposite Mode Hill Lane. To complete the utility connections on Mode Hill Lane the Applicant will need to install temporary traffic management The utility companies (Openreach, Electricity North West limited and United Utilities) have indicated that this will likely only require two-way traffic lights for a short duration, however the scope of works is subject to change to further discussion with the utility companies during the detailed design phase of the Scheme. Once the scope of work is fully understood in this area, engagement will be undertaken with affected residents regarding the proposed utility works. Access to properties neighbouring the Scheme will be maintained throughout the construction and operation of the Scheme. During the operation of the main compound, access for all large construction vehicles will be via the temporary construction access on the M60 to M66 Free Flowing Link Road. The compound will, however, also include temporary offices, and staff and visitors entering the site to work in them will need to use Mode Hill Lane. There will be a dedicated carpark for staff and visitors within the site compound, so vehicles will not be parked on Mode Hill Lane or any other of the local roads. Further details are included in the Outline Traffic Management Plan (TR010064/APP/7.5) which will be developed into the Traffic Management Plan for implementation during construction and secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1). During the construction of the Scheme, a detailed schedule and plan of work will be communicated with residents well in advance of works taking place, including working hours, durations, expected disruption and access implications. For the most part, office work will take place during normal working hours (Monday to Friday, 0700 to 1900); and as far as possible, the Applicant will organise construction activities in same way. There will be construction activities on the Scheme, which require out-of-hours, weekend, or night-time work at certain points during the construction period. Works that will require out-of-hours, weekend or night-time work include; installation and maintenance of traffic management, demolition of existing structures, construction of new structures, piling works for structures and retaining walls, removal and installation of new signage/technology, central reservation works, verge works that cannot be undertaken safely in the daytime, cross carriageway ducting and drainage, installation and removal of

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	The letter states the land is required on a temporary basis to allow the contractor to connect the site compound to key utilities. My questions were: How long will Mode Hill Lane be used for, will this be for the duration of the proposed works or just at certain times? What hours during the day will the works be carried out? Will it be heavy vehicles? Will the actual motorway itself come closer to my property? I believe the scheme is going to take 5 years to complete, if going ahead, this is a long time for residents if the disruption is substantial.		street lighting, resurfacing, white lining, emergency carriageway repair and the maintenance of plant and equipment requiring 24/7 operations such as pumps. The Applicant will minimise this sort of activity; and will give residents and road users advance notice of the activities before they are carried out. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working impacts during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. During the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The General Arrangement Plans (TR010064/APP/2.2) shows the new slip road connecting the

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			eastbound carriageway of the M60 to the Northern Loop, north of the existing junction. This slip road will occupy the south-eastern corner of the field that will accommodate the site compound. To this extent, the Scheme will bring the motorways a little closer to respondent's property but, given the distance of the property from the motorways, the effects of their operation after the Scheme is completed are expected to be minimal. After construction, Mode Hill Lane will continue to be used by the Applicant to access the pond in the area close to the motorway and structures on the north side of the road, for maintenance inspections. These visits should be occasional (around once or twice a year), using smaller vehicles, during normal working hours. The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
E236	I am writing to discuss the recent letter we have received regarding the change in land interest to the M60 J18 Simister Island Interchange. I have tried to call the number stated on the letter to discuss, however the person I spoke to had no knowledge on the scheme and couldn't help me in the slightest. This is incredibly frustrating, especially since the letter indicates for us to call the number if we have any questions. I understand the letter has also gone to elderly neighbours who do not have access to a computer so it would be appreciated if you could forward a number they can call on. Regarding the compensation mentioned in the letter, I would like to discuss how we would move forward with receiving this. I have spoken to a number of solicitors, including the conveyance solicitor who looked after the purchase of the house & none of these are specialised in this area. I have also listed below my concerns with the scheme and the impact upon myself & my home. Impacts that proposed scheme has on my land interest: Changing in the land usage covers both front & side/back entrance to my property surrounding on 3 sides. The scheme will mean the carriageway & footpaths giving direct access to both entrances will be compromised.	N	The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working impacts during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text

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	"After" supplementary consultation land usage shows boundary extending to Marston close. We have an En Bloc garage situated on Bosworth close, the only route to which is via the road (Marston Close) included in the new boundary. How do we use the land & how the scheme will affect: We require constant access to garden on foot, and with bins, lawn mower etc – new boundary covers carriageway & footways. We require constant access to front of house – new boundary covers carriageway & footways. I work from home Mon-Fri & my partner is a night shift worker & sleeps during the day. Increased traffic, both cars and people, will cause serious disruption & increased noise pollution. I have a rescue dog who is reactive to passers-by – again, increased traffic will aggravate and lead to barking causing noise & potential complaints from neighbours. We always have 2-3 cars at the property which are currently parked on the road. The carriage way is narrow which will lead to congestion getting to site & possible damage to vehicles. The property Is our family home, purchased in 2021, main benefit being it was at the end of a road and is very quiet. The scheme will have serious detrimental effects on our quality of life due to increased traffic, noise and the site being an eyesore. Our En Bloc garage is located on Bosworth close, with the only route via Marston Close – we need constant access to the garage, the scheme will mean possible works will take place & mean we may not be able to access both on food & in the vehicle. Ways to reduce impacts: Provide alternative off-road parking including dropping curb & surfacing double drive our cars. New windows to help with noise. Compensation for loss of value on the house during the works, it is likely that we will be unable to sell the house during this period due to the disruptions in the area and physical factors noted in supplementary consultation letter.		message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a detailed assessment of road traffic noise and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). This includes an initial assessment of dwellings that may be eligible for secondary glazing under the Noise Insulation Regulations 1975 (as amended 1988) from changes in road traffic noise as a result of the Scheme. The assessment concluded that there are no residential dwellings that would meet the conditions for provision of secondary glazing. The Scheme will make use of a wide range of vehicle and plant types, including cars, vans, lorries, cranes, and excavators. The Applicant will create an access to the compound for HGVs and plant directly from the motorway in the southeast corner of the site, and that larger vehicles will enter and exit the site by this route, and not via Mode Hill Lane. The compound will, however, also include temporary offices, and staff and visitors entering the site to work in them will need to use Mode Hill Lane. There will be a dedicated carpark for staff and visitors within the site compound, so vehicles will not be parked on Mode Hill Lane or any other of the local roads. The Applicant confirms that the respondent will be able to continue to access their property, garage or use Marston Close, Bosworth Close or Mode Hill Lane during construction of the Scheme. Possession of Marston Close and Mode Hill Lane will only be temporary and of short duration near to the start of the main construction of the Scheme. This will allow the contractors to connect the site compound to local utilities such as the electrical substation in Marston Close. The Applicant will minimise any inconvenience, and the contractors will be required to let residents know exactly when the work will be carried out, and what the effect will be, before they are undertaken. The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme. The booklet called '*Your property and compensation or mitigation for the effects of our road proposal*', provides guidance on specific criteria against which, one could make a claim. "Quality of life" is not one of those criteria, but noise is. Specifically, section 3 of that booklet outlines the criteria that need to be met for someone to claim for noise insulation in line with the Noise Insulation Regulations,1975. The assessment undertaken and set out in Chapter 11 Noise and Vibration of the Environmental Statement

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	Compensation for the loss of value of the house after the work has been completed, it is likely that there will be increased noise from the new carriage way, it will also be unsightly & visible from the property. Compensation for the negative effect on the quality of life whilst the works are going on. It would be good to discuss this further with someone, if you could kindly provide a telephone number.		(TR010064/APP/6.1) confirms no residential properties meeting the criteria set out under these regulations.
E237	M60 junction 18 Simister Island Interchange – Frigate Public House, Thatch Leach Lane, Manchester M45 6FW We are acting on behalf of Joseph Holt Limited ('Joseph Holt'), who are the owners of the above property and their operations there are seriously prejudiced by the scheme proposals as it relates to their ownership of the Frigate Public House. **Background** Joseph Holt is a privately-owned brewery and pub company with 125 pubs across the North West of England and manufactures up to 150,000 pints per day. The business started in 1849 in Cheetham Hill in Manchester and has grown continuously since to become one of the most well known breweries and pub companies in the Northwest. It prides itself on offering good value, quality beer in locations across the Northwest and is also well-known in the region for its charitable work with the Christie Hospital in Withington. Joseph Holt reported profits of £3,729,000 in 2021, with plans to expand at several existing sites. The Frigate Public House occupies a large site area, being close to the M60, as well as being in proximity to a popular suburban area of Whitefield. Due to its location out of the centre of Whitefield, many patrons travel via car and therefore its parking provision is essential to the functioning of the business. The land that is proposed to be affected by the M60 junction 18 Simister Island Interchange scheme is currently used as car park. **Proposed Development** M60 junction 18 Simister Island Interchange scheme was first announced in 2020 when a public consultation ran 22 June to 17 August 2020. The scheme proposed improvements to Junction 18, including the widening of the road between J17 and J18 and layout changes at Junction 18.	N	The Applicant confirms that based on the current Scheme design, the rights of access over the land (coloured blue on the Land Plans (TR010064/APP/2.3)) belonging to the Frigate Pub are required to facilitate works associated in the verge of the M60 eastbound carriageway. This includes the construction of the new hard shoulder and retaining walls required to support the existing embankment. The Applicant will continue to explore methods of access during the detailed design stage, including access from Sandgate Road and utilising the new maintenance layby to be installed on the southern side of the M60 carriageway with the option for maintenance teams to access the northern side of the M60 on foot via Sandgate Road bridge. An assessment of all of the options will be undertaken as part of the detailed design and the Applicant will look to provide feedback on our design work in summer/autumn of next year. The Applicant will however keep the respondent updated of progress. The Applicant confirms that there will be no temporary access required or construction works taking place within the car park of The Frigate throughout the construction of the Scheme. The blue land as shown on the Land Plans (TR010064/APP/2.3) is required for the permanent acquisition of rights for future maintenance only. The Frigate car park therefore will not be directly affected by construction of the Scheme. With regards to the provision of alternative access, this remains an option but will be further explored during detailed design. The Applicant considers there are safety issues regarding visibility, both to and from, any new layby or parking area directly off Sandgate Road as well as the topography of the land north and west of Sandgate Road bridge. This would likely require construction of new earthworks and retaining wall, likely structural alteration to Sandgate Road bridge parapet and additionally would need approval / agreement with Bury Metropolitan Borough Council as the local highway authority responsible for Sandgate Road bridge. This option would therefore increase the construction costs of the Scheme. The Applicant has written to land interests directly impacted by the Scheme to negotiate for permanent land required, by agreement. Further details on the status of these negotiations can be found at Annex B of the Statement of Reasons (TR010064/APP/4.1).

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	The scheme would see the temporary acquisition of part of the car Park at Frigate during the period of construction, as well as permanent rights of way over the land. According to the 'Frequently Asked Questions' document published in early 2023, construction is expected to commence in 2025 and last approximately three years. Joseph Holt and their operations at Frigate would be seriously prejudiced by the scheme proposals and they are, therefore, seeking to make representations for amendments to the proposed development. The scheme would authorise the temporary possession of land with permanent rights of way thereafter. These are shown on Land Use Sheet 1 of 5, which are owned and occupied by Joseph Holt and grouped under 'LU-30'. The M60/M62/M66 Simister Island Interchange - map book 2 - land use plans, July 2023 describes the need for the land take as: *"Land located within the Frigate Pub car park and land south of Frigate Pub car park, north of the M60 eastbound* *and west of Sandgate Road. Land required under a combination of permanent acquisition and 'temporary possession and permanent acquisition of rights' to allow access to existing motorway communication and technology cabinets* *located north of the M60 eastbound. These cabinets are presently accessed via the hard shoulder of the M60* *eastbound, but a new retaining wall is to be constructed in this location which will result in this method of access no* *longer being safe for maintenance operatives. Additionally, it is worth noting that the permanent acquisition shown is* *our existing land."* Our understanding of the proposals is shown in the plan below: [attached image] **Representations** We would make the following representations in relation to the Proposed Scheme: i) We note that no justification or explanation is forthcoming about why safe access cannot be provided from the M60 as it is currently. From correspondence with National Highways dated 23 May 2023: *"The permanent maintenance access would be used for small vehicles (cars and vans) to access the motorway* *technology infrastructure to undertake infrequent maintenance/inspections. Access would be required 24*		

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	hours (discussions on arrangements for this would be required by yourselves in more detail)." We would consider that safe access can be provided from the M60 by the maintenance of the proposed scheme or through alteration. National Highways are requested to demonstrate why access cannot be obtained from their own existing land holding. ii) The proposed acquisition will result in the temporary loss of a significant portion of the car park land for a three year period and would have an adverse impact on the viability of the business. Amendments need to be made to the scheme to mitigate or otherwise avoid the adverse impact on the Frigate Public House business. iii) If it can be demonstrated that access cannot be obtained from the M60, then alternative access could be obtained to the cabinets via Sandgate Road. National Highways are requested to fully investigate whether alternative access can be facilitated from Sandgate Road. iv) If no access can be obtained from either the M60 or Sandgate Road, then alternative access is possible from within the land ownership of Joseph Holt that would mitigate the impact on car parking at the Frigate Public House. v) It is the intention of Joseph Holt to redevelop the Frigate Public House in the near future, as part of which they would look to end the telecoms mast occupancy and extinguishing the current right of way. Ownership of the surrounding land provides valuable future potential, providing crucial opportunities for a public house or a residential led redevelopment of the land. The acquisition of permanent access rights will prevent and/or restrict the potential of the land for redevelopment. Alternative access arrangements are therefore required in line with the proposals set out in this representation. **Possible Alternatives** For the reasons set out above, Joseph Holt's strong preference is for the access road to be relocated to an alternative site which does not require the acquisition of land within their ownership. Access to the motorway technology could be provided via Sandgate Road, which would cross unadopted land, simplifying the acquisition process for National Highways and remove the impact on the Frigate Pub altogether. Should this not be possible, National Highways should seek to reduce the impact by reducing the amount of land affected. **Conclusion**		

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	The scheme would, among other matters, authorise the construction of LU-30, the temporary possession of part of the eastern car park adjacent to the pub and permanent access rights across that car park to access the motorway technology north side of the M60. At present, no explanation has been received as to why the scheme cannot be designed so that motorway technology can be accessed from the M60, as it is currently. In the short term, the detrimental impacts of the scheme on the owner's property and operations at Frigate Public House could be avoided by the relocation of the proposed access to land outside of Joseph Holt's ownership. Over the long term, the scheme would detrimentally impact the potential for Joseph Holt to redevelop the site. National Highways should, therefore, commit to the promotion of an alternative location for the access road, removing the need for access over land which falls within the existing parking areas of the pub. This is not a case where the impact on the business is an inevitable and unavoidable consequence of a public infrastructure project, which must be weighed against the benefits of the scheme as a whole and justified in the wider public interest. On the contrary, as set out above, the threat posed by the scheme proposals to the future of Frigate Public House is entirely unnecessary, as the scheme could be delivered in an alternative form without prejudicing [anonymous] ownership.		
E238	M60/M62/M66 - Simister Island Interchange Section 42(1)(d) Planning Act 2008 1. Introduction 1.1. We write further to our letter of 27 March 2023 (First Response - attached at Appendix 1) and continue to act on behalf of [anonymous] 1.2. Capitalised terms in this letter bear the same meaning as defined in the First Response. 1.3. This Second Response is a response to your supplementary S42 & S44 (Categories 1 & 2) consultation letter dated 31 July 2023. 1.4. We have reviewed the Project's Map Book Land Use Plans v2 (July & August 2023) and specifically plan Ref: HE548642 GEN STK DR ZH 0004, and updated indicative overlay showing the overlap between the Hillary Land and the Project's Statutory Consultation Brochure Provisional Order Limits (Plan Ref: HE548642 GEN SII_MLT DR ZH 0004) is shown at Appendix 2. 2. The Hillary Land 2.1. Our remarks regarding the Hillary Land remain as stated in the Initial Response, save that we are aware that a further hearing was held on 5 July 2023 (as part of the examination of the draft JDPD) to consider the suitability of draft allocations within the JDPD with regards to the issue of peat. No findings of peat within the Hillary Land were put forward as part of	N	The Applicant confirms that the results of soil surveys and ground investigations indicate that there are limited existing peat soils on site. Full details can be found in the Geotechnical Investigation Report, Appendix 9.3 of the Environmental Statement Appendices (TR010064/APP/6.3). The Applicant also notes the context of this area of land within the Places for Everyone allocations, but it is not relevant to the Scheme. Following feedback received at the statutory consultation held between 15 February 2023 and 28 March 2023, the required areas of environmental mitigation have been substantially reduced as a result of design refinements. There have been adaptations to the environmental mitigation land in the area surrounding Egypt Lane as advised as part of the non-statutory supplementary consultation held between 31 July and 10 September 2023. With respect to land located south and east of the Northern Loop, this is required during construction (for soils storage, access etc) and now also forms part of the Scheme environmental mitigation once complete. Further details on the land required to construct, operate, and maintain the Scheme can be found on the Land Plans (TR010064/APP/2,3). Further details of the design changes can be found in Chapter 5 of the Consultation Report (TR010064/APP/5.1). The Scheme includes a drainage design which has taken into account flooding risk, full details of the drainage strategy can be found in Appendix 13.7 Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). The drainage design has been developed in line with the requirements of CG501 - 'Design of highways drainage systems 'which forms part of National Highways' Design Manual for Roads and Bridges.

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	this hearing, and we understand both the Owners' and NH's own site investigation work has confirmed that the Hillary Land is not affected by peat. 2.2. No subsequent objections to the inclusion of the Hillary Land within Policy JPA 1.1 of the draft JDPD have been received, and the Owners' position is that Hillary Land therefore comprises an important and significant landholding within the Policy JPA 1.1 proposed allocation within the draft JDPD, which is now at an even more advanced stage of preparation. 2.3. The Hillary Land also continues to comprise a proposed allocation within the strategically important Atom Valley MDZ designated growth area. 3. The Impact of the Project on the Hillary Land 3.1. As is shown by Appendix 2, the Project's amended preliminary design continues to require the substantial permanent acquisition of land within the Hillary Land, albeit with a reduced temporary land take. 3.2. Utilising the terminology adopted in paragraph 3.2 of the Initial Response, the Owners acknowledge and appreciate the removal of the Environmental Mitigation land from the provisional order limits (design change LU-29). 3.3. However, the Owners also note that the Soil / Materials Storage land (previously proposed only for temporary possession of land during the construction process) is now proposed to be permanently acquired for (initially) soil / materials storage and thereafter for environmental mitigation (LU-10). 3.4. The Project therefore continues to propose a significant permanent acquisition of land within the Hillary Land outside of the land required to accommodate the Northern Loop. 4. Owners' Continuing Partial Objection to the Project 4.1. The Northern Loop 4.1.1. Subject to further review of the final design of the Project (as submitted for development consent as part of any forthcoming application), the Owners continue to recognise that the Northern Loop forms an important element of the overall Project. 4.1.2. The Owners are however disappointed that their representations regarding the rationalisation of the design of the Northern Loop's supporting infrastructure have not been addressed. 4.1.3. Specifically, the Owners consider that the indicative locations of the attenuation pond and drain immediately to the east of the Northern Loop can be drawn tighter to the Northern Loop itself, and that the Project does not justify the size or location of these works. For example, there is no obvious design or topographical reason why the pond cannot be constructed in a curve around the base of the Northern Loop itself, with a direct linear drain into the existing watercourse to the north of the Project boundary. 4.1.4. Again, to the extent that land within the Hillary Land is permanently required for an attenuation pond, the Owners consider it can be better		As part of the drainage strategy, attenuation ponds are provided on a number of drainage networks. These are sized to accommodate a 1 in 100-year flow event along with a 30% increase in flow due to climate change. Attenuation will also be provided within the Scheme through the provision of oversized pipes which will increase the storage capacity of the system following heavy rainfall events. This will minimise flooding on the network during the operation of the Scheme. The location of Pond 1 has been optimised in terms of land take and is determined by a combination of the hydraulic modelling of the drainage design as well location of outfalls (watercourses). It is important that the drainage and water from the highway can reach the ponds and outfalls efficiently, without the need for pumping stations which would require increased land take and also increased costs to the Scheme. During the development of the design, other options were considered for pond 1, including within the loop, but this did not satisfy the required performance criteria. Further details on the options considered for the pond locations can be found in Chapter 3, Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1). In response to comments related to map book reference LU-17, the Applicant maintains the need for the environmental mitigation area LU-10 to offset the impacts of the Scheme. This being the case, the acquisition of a permanent right (coloured blue on the Land Plans (TR010064/APP/2.3) over the existing drainage under the access track does not in our view sterilise any of the retained land. The access will be maintained at all times along the access track during construction unless defects with the existing drainage are identified. The Applicant has sought permanent rights to maintain the drainage that is located under the track during the operation of the Scheme. The Applicant acknowledges comments accepting the principle of the land assembly in this area and is in the process of progressing negotiations by agreement relating to the permanent acquisition and transfer of land. Further details on the status of negotiations for land by agreement can be found in Annex B of the Statement of Reasons (TR010064/APP/4.1). The Applicant acknowledges and welcomes the opportunity to continue discussions with the landowner and their representatives.

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	located with regard to the likely development of the site under the JPA 1.1 allocation. The Owners do not consider that it would be expedient for NH to seek to compulsorily acquire the extent of land currently shown, and that there is not a compelling case for it to do so. 4.1.5. The Owners also note the proposed permanent acquisition of rights over access to the existing drain shown in design change LU-17. The acquisition of rights over this LU-17 strip will permanently sterilise the land to its west (see paragraph 4.3.4 below re 'LU-10 South'). The Owners propose that instead the project design diverts the existing drain around the existing boundary of LU-10 South and open up the LU-10 South land for development and/or mitigation associated with the JPA 1.1 allocation. 4.1.6. The Owners maintain the offer of further discussions regarding the rationalisation and relocation of the proposed attenuation pond, drains, and other supporting infrastructure, with the aim of reducing the overall land take from the Hillary Land and the draft Policy JPA 1.1 allocation. 4.1.7. The Owners remain in principle willing to enter into discussions with NH at the appropriate time regarding arrangements for the acquisition and transfer of such land as is evidenced to be necessary to deliver the Northern Loop itself, subject to contract and agreement as to compensation. 4.2. Soil / Minerals Storage 4.2.1. Again subject to further review of the final design of the Project (as submitted for development consent as part of any forthcoming application), the Owners continue to recognise that an element of soil and materials storage on or near to the Hillary Land is likely to be necessary. 4.2.2. The Owners note that the amended preliminary design now proposes to also use land identified for the storage of soils and materials for environmental mitigation. This is accepted in principle in respect of part of the Hillary Land but subject to the Owner's comments and objection in respect of the extent of proposed land take for environmental mitigation in section 4.3 below. 4.2.3. Subject to a resolution and agreement as to the points raised above, and depending on the respective timescales for the implementation of the Project and any development of the Hillary Land pursuant to the Policy JPA 1.1 allocation, the Owners are in principle willing to enter into discussions with NH at the appropriate time regarding arrangements and conditions for the temporary possession of the necessary land. 4.3. Environmental Mitigation 4.3.1. As above, the Owners acknowledge and appreciate the removal of what the Initial Response referred to as the Environmental Mitigation land from the provisional order limits. 4.3.2. However, the Owners remain concerned about the continuing extent of the land proposed to be permanently acquired for the purposes of environmental mitigation. 4.3.3. Specifically, the proposed land take to the north east of the Northern Loop (the northern parcel noted in design change LU-10 (LU-10 North) - an estimated 5 acres) continues to extend into the heart of that part of the Hillary Land falling within the draft Policy JPA 1.1 allocation. Permanent		

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	acquisition of LU-10 North will also continue to have a significant impact on the ability of the wider Hillary Land to accommodate and ensure delivery of development within the Policy JPA 1.1 allocation, and will likely give rise to significant loss of value to the retained Hillary Land. 4.3.4. Similarly, the Owners consider that the southern parcel noted in design change LU-10 (LU-10 South) is capable of development and/or mitigating the impacts of other development within the draft Policy JPA 1.1 allocation, and will also will likely give rise to loss of value to the retained Hillary Land. 4.3.5. Environmental mitigation remains an element of the Project which can be provided elsewhere within the current or an extended Project boundary. Given the likely impacts of LU-10 North and LU-10 South on the development of the Hillary Land and the equalised wider allocation, the Owners are not currently willing to enter into discussions in respect of the acquisition of the land or rights over it. 4.3.6. The Owners do not consider that it would be expedient for NH to seek to permanently acquire LU-10 North or LU-10 South compulsorily, and nor is there any realistic prospect of there being a compelling case in the public interest justifying for it to do so for environmental mitigation purposes. 5. Compensation Value 5.1. The Owners reiterate their intention to rely on Hillary Land's proposed/actual allocation for development within the JDPD and its designation within the Atom Valley MDZ (as well as any actual additional planning permissions / development orders (or the likelihood of obtaining the same) in any calculation or assessment of the value of any land proposed to be acquired or possessed pursuant to the Project. 5.2. The ongoing passage of the JDPD through the local plan examination period (and the continuing lack of objection to the wider Policy JPA 1.1 allocation and/or inclusion of the Hillary Land within it) gives increased weight to the likelihood of very high compensation values being recoverable in respect of any Hillary Land to be acquired compulsorily. For the avoidance of doubt, this includes the southern parcel noted in design change LU-10 (LU-10 South) which the Owners consider is capable of development and/or mitigating the impacts of other development within the allocation. 6. Conclusions 6.1. The Owners request that: 6.1.1. the design of the Northern Loop's supporting infrastructure (attenuation pond and drain) be rationalised to reduce the Project's proposed permanent land take; 6.1.2. design change LU-17 be removed from the Order Maps, and the existing drain be diverted around the existing boundary of LU-10 South; and 6.1.3. the proposed permanent acquisition of the LU-10 North and LU-10 South land for environmental mitigation is removed from the Order Maps.		

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	6.2. The Owners maintain that they will object to the inclusion of such land/rights in any made Order as part of the Examination process. 6.3. The Owners also confirm that they are otherwise willing to continue discussions with NH and its representatives regarding the detailed design and land-take for the Northern Loop and temporary elements of the Project insofar as they relate to the Hillary Land.		
E239	To whom it may concern this will, re response to the above. I am sure this will definitely cause some inconvenience for myself, due to the work taking place, being directly in front of my house and this will also prevent access by car to my property, again resulting in me possibly having to park my car away from my premises. I am hoping this does not impact on my land personally being the corner plot. However, due to the inconveniences during this time, i feel compensation is necessary due to the risks on my car being parked off my drive which will incur increased insurance fees. Also, decreases in value to my property.	N	The Applicant confirms there will be installation of temporary accesses and egresses into the offline work areas off the strategic road network. This will mean construction traffic can enter and exit the site directly from the M60/M62/M66 motorways without a need to use the local road network (other than in the early enabling works phase). This will minimise any impact with pedestrians and cyclists who are confined to the local road network. The design development and construction methodology will continue to be refined with the aim of reducing the number of full closures on the motorway network and use of local roads as diversion routes. Further details can be found in the Outline Traffic Management Plan (TR010064/APP/7.5). The Outline Traffic Management Plan will be developed into the Traffic Management Plan for implementation during construction and secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1). Some local road network areas such as Balmoral Avenue and Prestfield Court have been included within the Order Limits in the event that there may be some works required to utilities in the area as a result of the Scheme This would typically comprise any protection or diversion works required to the utilities including electricity, wastewater, gas etc. It is envisaged that utility works would be undertaken whilst maintaining access to properties, however, there may be short periods where vehicle access is restricted. If vehicle access is restricted, this would be communicated well in advance with residents and would be of short-term duration only. The Applicant is still in the process of defining the detailed design. Detailed design is ongoing to minimise the impacts and to mitigate any potential disruption to residents. Once the scope of work is fully understood in this area detailed engagement will be undertaken with affected residents. During the construction period, a detailed schedule and plan of work will be communicated with residents well in advance of works taking place. Detailed engagement and planning will be held to help residents understand the working hours, durations, expected disruption, access implications etc. The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
E240	On behalf of my sister and I our concerns do not change from those already expressed previously and they are: Disrupted access to our horses and the stress that will create for us and them Any pollution of air, noise and/or water supply either through building or flooding	N	The Applicant will minimise disruption during construction as much as possible. Where there are impacts, these will be mitigated appropriately. Alongside the design, the Applicant is developing a strategy for how the Scheme will be constructed. The mitigation measures to offset the impacts of the Scheme will be incorporated into working practices and will be secured through the Register of Environmental Actions and Commitments and topic specific Management Plans, which are included within the First Iteration Environmental Management Plan (TR010064/APP/6.5). Implementation of the First Iteration Environmental Management Plan will be a condition of the granted Development Consent

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	Disturbance through noise and light through night-time working Disrupted out riding during building work We believe the scheme is not necessary and any benefits to the public are minimal in relation to the costs and the disruption during building.		Order as detailed in Requirement 4 of the submitted draft Development Consent Order (TR010064/APP/3.1). The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working impacting Warwick Avenue during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant acknowledges the concerns of all interests that immediately neighbour the Scheme. Accesses to properties neighbouring the Scheme, including stables will be maintained throughout the construction and operation of the Scheme. More information is included in the Streets, Rights of Way, and Access Plans (TR010064/APP/2.5). There may be certain operations during construction that limit access for short durations or may increase the number of smaller vehicles using the local road network. The Applicant will appoint a community relations team who will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents. The community relations team will also be able to discuss individual matters and concerns such as the wellbeing of horses. The Applicant will [provide temporary fencing during construction of the Scheme, and existing or reinstated boundary fencing and other screening (e.g., noise barriers and vegetation) when the Scheme is operational to reduce any headlight glare. Commitments to implementing a community feedback monitoring strategy and the tools required for this are detailed in commitments PHH18 to PHH21 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). The First Iteration Environmental Management Plan will be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).

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			The Applicant confirms that permanent diversions will be provided for all Public Rights of Way affected by the Scheme. Further information is included in the Streets, Rights of Way, and Access Plans (TR010064/APP/2.5). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e. an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e. some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. Baseline noise monitoring was undertaken or the Scheme in 2021, with the details about locations, equipment used, and the monitoring results included as part of Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The Applicant confirms an assessment of water quality impacts has been undertaken and set out in in Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The assessment specifically looks at the issues arising from routine runoff from the road surface during operation. The assessment of potential impacts utilises the Highways England Water Risk Assessment Tool (HEWRAT), as detailed in National Highways' Design Manual Roads and Bridges LA 113 (Road drainage and the water environment). All discharges from the Scheme are

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			below these Environmental Quality Standards thresholds in terms of water quality. The quality of the water supply to residential properties will not be affected by the Scheme. The delays/congestion issues in peak times are significant and forecasts suggest that other hours of the day will be increasingly affected in the future. The Scheme has been designed to provide extra capacity and to remove traffic delays, improve network speeds and provide faster journey times through the Scheme area. Specifically, significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods. These issues indicate that network improvements are required to reduce congestion and delays. The Scheme seeks to improve these issues through additional capacity increases on the M60 junction 17 to junction 18 mainline and at the junction. The network changes to be delivered through the Scheme will increase network capacity, reduce congestion/delays, and improve the flow of traffic within the vicinity of M60 junction 18. Commuters through M60 junction 18 will experience improved travel times as a result of the Scheme. The benefits of the Scheme are set out in the Case for the Scheme (TR010064/APP/7.1) and the Transport Assessment (TR010064/APP/7.4).
E242	I wish to formally register my interest in compensation regarding the proposed interchange ate Simister island M60 J18. This due to the inevitable increase in noise and air pollution during the construction phase and beyond, and also the adverse effect this will have on my healthy as I am currently classed as a vulnerable adult due to my severe COPD and Sleep Apnea. This scheme will also have an adverse effect on the current and future value and saleability of my property. Let's not forget that alongside this scheme there is also the broader picture, of the selling of new Diesel Vehicles will be banned during the lifespan of the project and therefore falsely offset any milestones claimed as a success of the project. To the effect that the broader national incentive will improve air quality even if your interchange project does not materialize.	N	The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. This includes both daytime and night-time working impacting Warwick Avenue during the online works on the M60 between junction 17 and junction 18. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation

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			during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e. an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e. some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1) has assessed the effect of the Scheme on health (including mental health) and wellbeing following National Highways' Design Manual for Roads and Bridges LA112 (Population and human health) standard and guidance provided by the Institute of Environmental Management and Assessment on assessing the significance of health impacts. The Institute of Environmental Management and Assessment guidance takes account of the anticipated degree of change in quality of life within its criteria for assessing magnitude of impact on health. The assessment presented in Chapter 12 Population and Human Health of the Environmental Statement identifies that construction noise would have a major change in quality of life for a minority of residents in Besses, Unsworth, St Mary's (Bury) and Holyrood wards, as would changes in access to the natural environment and green spaces for some residents of Besses ward. However, once operational, there would be an overall reduction in exposure to long term traffic noise due to the reduced congestion across the four wards and this would improve quality of life and have a significant beneficial health effect and will benefit the quality of urban and rural environments locally. The Applicant confirms the air quality modelling results presented in Chapter 5 Air Quality of the Environmental Statement (TR010064/APP/6.1) accounts for national projections of the proportion of petrol and diesel cars in the opening year (2029). The opening year is when there is the greatest potential for impacts from the Scheme to occur as road traffic emissions are expected to reduce over time (e.g. due to increases in electric vehicles and other engine emission reducing technology). The opening year is before the ban on new diesel and petrol cars comes into force in 2035.
E243	After taking some time to consider the plans sent to us recently regarding the motorway works for Simister Island that affect our property, we would like to claim under both section 152 of 2006act of the Compulsory Purchase Act1965, and also Land Compensation Act 1973.	N	The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined

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	Firstly, our property is right in the middle of where you are planning to extend the red line boundary to connect to key utilities. What does this mean, which utilities, noise, vibration, time in the day/evening are works going to be taking place? There is little to no information at all, how much of the street is taken up with this work and for how long? I object unless all information is provided and suitable compensation offered. Also if the works take longer than end date, work outside of hours specified, will more compensation be paid pro rata? I have a young child, will this work effect him being able to play peacefully, and most importantly, safely with such works being carried out? At the time I bought this property there was no plans at all for such work to be carried out on our doorstep, or I'd of not considered it. I imagine this will devalue the property firstly in the long term with the motorway becoming closer in distance and noisier due to becoming busier, and now the works red line boundary being outside our doorstep and no details given so can only assume the noise and dust and vibration, smell and fumes smoke etc from both in conjunction could be considerable worse. Please advise what if any professional advice is required to go forward with a claim an what if I don't agree, due to the redline now being North, South and East and West of our property within about 15metres which seems totally unreasonable. It is unlikely we will be able to sell our property once the works are started/agreed so this will need separate consideration for compensation. Please give outline timetable of works to understand what it is actually going to be like living next door to a building site for years.		in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme. The Applicant acknowledges the concern that the local road network is included within the Order Limits. The local road network has been included within the Order Limits as the Applicant needs to either connect the main compound located to existing utilities or divert existing utilities to allow for the construction of the Scheme. The Applicant confirms the main Scheme compound will be located within existing agricultural land southeast of Mode Hill Lane. Access to the land will be required via Mode Hill Lane during early enabling works for the main Scheme compound. This compound will require utility connections to ensure it is serviced with power, water, and communications infrastructure. The site has been chosen as the main compound to allow connection to these services with existing utilities opposite Mode Hill Lane. To complete the utility connections on Mode Hill Lane the Applicant will need to install temporary traffic management The utility companies (Openreach, Electricity North West limited and United Utilities) have indicated that this will likely only require two-way traffic lights for a short duration, however the scope of works is subject to change following further discussions with the utility companies during the detailed design phase of the Scheme. Once the scope of work is fully understood in this area, engagement will be undertaken with affected residents regarding the proposed utility works. Access to properties neighbouring the Scheme will be maintained throughout the construction and operation of the Scheme. During the operation of the main compound, access for all large construction vehicles will be via the temporary construction access on the M60 to M66 Free Flowing Link Road. The compound will, however, also include temporary offices, and staff and visitors entering the site to work in them will need to use Mode Hill Lane. There will be a dedicated carpark for staff and visitors within the site compound, so vehicles will not be parked on Mode Hill Lane or any other of the local roads. Further details are available in the Outline Traffic Management Plan (TR010064/APP/7.5) which will be developed into the Traffic Management Plan for implementation during construction and secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1). During the construction of the Scheme, a detailed schedule and plan of work will be communicated with residents well in advance of works taking place, including working hours, durations, expected disruption and access implications. For the most part, office work will take place during normal working hours (Monday to Friday, 0700 to 1900); and as far as possible, the Applicant will organise construction activities in same way. There will be construction activities on the Scheme, which require out-of-hours, weekend, or night-time work at certain points during the construction period. Works that will require out-of-hours, weekend or night-time work include; installation and maintenance of traffic management, demolition of existing structures, construction of new structures, piling works for structures and retaining walls, removal and installation of new signage/technology, central reservation works, verge works that cannot be undertaken safely in the daytime, cross carriageway ducting and drainage, installation and removal of street lighting, resurfacing, white lining, emergency carriageway repair and the maintenance of plant and equipment requiring 24/7 operations such as pumps. The Applicant will minimise this sort of

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			activity; and will give residents and road users advance notice of the activities before they are carried out. Balmoral Avenue, Warwick Close, Kenilworth Avenue and Barnard Avenue have been included within the Order Limit as there may be some works required to Statutory Utilities. It is believed that utility works would be undertaken whilst maintaining access to properties, however, there may be short periods where vehicle access is restricted. It should be noted that the scope of these works may change depending on design developments and further discussions with the utility companies into the exact location of existing utilities. The Applicant is still in the process of defining the scope of works required within these areas and once this is fully understood the Applicant will engage with affected residents. A detailed schedule and plan of work will be communicated with residents well in advance of works taking place to ensure residents understand the working hours, durations, expected disruption and access implications.
E244	To whom it may concern, Regarding this project I have been informed that this may affect my surrounding area of my property. I would like to know much more please? There are 5 people that live in this house myself, my wife and 3 children. My wife works from home with an office situated in a room at the front of the house. Any noise and traffic or construction noise will affect her deeply. She suffers depression and anxiety and it's trying to make a living which is extremely difficult for her anyway. Peace and quiet is a must for her to concentrate. She has no option of going to work and her role is 100 per cent home based. During piling that was taking place a few months ago (we presume part of this project) kept us awake at night and the noise significantly affected my wife's sleep especially . I'm worried about access getting out of my house and back in and the road has become increasingly busy already. The end of the road we live is the quieter part of the road with scenic view from the back. We are worried the peaceful neighbourhood will be affected greatly and there are lots of elderly neighbours also that are at the time of life where they want peace and non-disturbance . My wife is awaiting a test for autism and noise affects her greatly. We have our middle child that is doing her GCSE's in 2024 and 2 other children that need to focus on school and college. I'm worried about the wildlife we frequently see deer, fox's, Canadian goose, rabbits, horses Lots of bird life. I think this project will significantly	N	The Applicant recognises that the Scheme will have some impacts to the residents of Mode Hill Lane the Applicant will seek to minimise these impacts as far as possible. The Applicant will construct the main access to the site compound, south of Mode Hill Land and Pole Lane from the motorway at junction 18. This means that Mode Hill Lane will only be used by staff arriving and leaving work in their private vehicles and some smaller vans and pickups. The Applicant will also construct a car park in the site compound. All vehicles involved in the construction of the Scheme will park within the site. The Applicant does not anticipate any issues with access to properties on Mode Hill Lane. The area of Mode Hill Lane coloured green on the Land Plans (TR010064/APP/2.3) is needed for temporary possession by the Applicant for the installation of utility supplies into the site compound. This work will be short in duration, similar to standard utility works which is common in residential areas. The work in this area will be communicated in advance. There will be no impact on views from the rear of properties on Mode Hill Lane in either the construction phase, or when the Scheme is completed and in operation. Nighttime working will be kept to a minimum however the Applicant will need to carry out a number of activities during night-time and some weekend closures of the motorway. The Applicant will appoint a dedicated customer relations team, who will ensure that local residents are kept informed of our works, giving advance notice of the phases of work throughout the construction phase. The Applicant will provide updates via a number of different platforms for example, the Scheme website, social media and by post. The customer relations team appointed by the Applicant will also be available to meet with residents and discuss any concerns once this point will be reached. Further details are available in the Outline Traffic Management Plan (TR010064/APP/7.5) which will be developed into the Traffic Management Plan for implementation during construction and secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has undertaken a detailed assessment of road traffic noise as part of the environmental impact assessment and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The projected increase in traffic flow and the physical changes of the traffic moving closer to houses would result in increases in road traffic noise without consideration of any mitigation. However, the Applicant will install a Low Noise Road Surface with better noise reducing performance than a conventional low noise road surface between junction 17 and junction 18 of the M60, with a conventional Low Noise Road Surface to be installed on other parts of the Scheme. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence of -6.0 dB compared to -3.5 dB for a conventional low noise road surface. As is reported within the Chapter 11 Noise and Vibration

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	affect them also for a plan that does not really need to take place at all . There is a system in place and funds are much more needed elsewhere. I am really anxious about this project and I really need answers. It mentions compensation possibly able to claim. We would much rather have our peace and quiet but if the project is going to continue despite the residents feelings how do we go about this . Can you please provide me with any paperwork I am entitled to obtain regarding this project and petitions / granted permissions etc . My contact number is [removed number] I would like a detailed response of how this will affect me and maybe photos etc of where the work is taking place compared to where my property is. Also I would like a call also. Kind Regards		of the Environmental Statement this is predicted to provide a reduction in noise of between 1 and 5 dB(A) either side of the M60 depending upon location. Changes in road traffic noise of 3dB or more can be perceptible to people, so the reduction in road traffic noise is likely to be noticeable in some locations. The road traffic noise at Mode Hill Lane is predicted to decrease by 1.6dB once the Scheme is in operation. The Applicant has carried out an assessment of likely construction noise and vibration effects, as presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The results indicate that there will be adverse impacts from construction noise during the construction phase for dwellings close to the works. Alongside the design, the Applicant has developed a strategy for how the Scheme will be built. This includes details about potential impacts such as noise and vibration and how these will be mitigated. Measures to reduce the noise from construction activities are included in a First Iteration Environmental Management Plan (TR010064/APP/6.5) and incorporated into working practices. The First Iteration Environmental Management Plan includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all construction sites and compounds. The First Iteration Environmental Management Plan also contains a Register of Environmental Actions and Commitments. These will include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant expects that some of the work will be carried out during night-time closures and weekend work. During the noisiest phases of night-time working, we will aim to reduce adverse impacts to the shortest duration possible. The Applicant will keep nearby residents informed of forthcoming works, especially works at night, by a range of modes including, for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns about noise and other disruption that may affect residents. The Outline Noise and Vibration Management Plan will be developed into the Noise and Vibration Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant acknowledges that the construction of the Scheme will result in biodiversity losses. These biodiversity losses need to be offset by essential environmental mitigation in other areas to ensure the natural environment remains diverse to enable a range of fauna to be supported. In addition, the Scheme is required to mitigate landscape impacts, and so permanent land take is also required for landscape integration of the Scheme and restoration of planting to retain similar levels of visual amenity. The Scheme is predicted to achieve a 3.68% gain in area for habitats, a 58.50% gain in hedgerows (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)), maximising biodiversity delivery of the Scheme. The Applicant confirms that the environmental design shown on Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has balanced woodland and tree planting with other habitat types for landscape integration and biodiversity, and to reflect the typical characteristics of tree and woodland cover that exists within the surrounding area. A series of visualisations, included in Figure 7.7, Photomontage of the Environmental Statement Figures (TR010064/APP/6.2), have been developed which have modelled the Scheme and mitigation

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			planting at year 1 and year 15 to show how the proposed landscape design could look, and includes visualisation for the Northern Loop. The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1: Landscape and Visual Impact Assessment Methodology, of the Environmental Statement Appendices TR010064/APP/6.3). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme.
E251	Re: M60 M62 M66 Simister Island Interchange Supplementary Consultation We are in receipt of the attached consultation letter dated 18th October 2023. Having reviewed the enclosed plans I would like to raise a concern regarding Design Change LU-11 in that we believe that this may impact vehicular access to Marston Close Substation 232790. This is an 11kV substation which is owned and operated by Electricity North West Limited and which forms an important part of the electricity network for the local area. I have attached a plan above which shows the location of the substation. Please could you confirm that vehicle access will be available at all times along the route shown in blue below: [attached image]	N	The Applicant can confirm vehicle access will be available at all times to the electricity substation throughout the construction of the Scheme. Any works required in this location will be planned and communicated in advance through the appointed community relations team to ensure that work is coordinated to minimise disruption and maintain access when required.
L01	Regarding recent letter 31 Aug 2023. I am 72 this year and feel in the dark about future proposals. I've tried phoning 0300 123 5000 for help (not got through). My main concerns are the air quality as I have C.O.P.D lung condition. The existing level living next to the motorway hasn't helped and I'm concerned with the future levels of dust etc whilst building commences. I would also like a little more help in the future, regarding the possible de-valuation of my home. I live alone and feel this doesn't help my stress levels due to no actual person on your level helping me. Please can you keep me in mind for future helpful correspondence. The maps don't help me understand the closeness of future works to my property.	N	Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that overall, for human health there would be no significant effects, due to air quality, during operation and construction from road traffic changes as a result of the Scheme. The assessment of significant effects is based on National Highways' Design Manual for Roads and Bridges LA105 (Air quality) definitions, which are explained in Chapter 5 Air Quality of the Environmental Statement. Closer to the Scheme, between junction 17 and junction 18 and around Simister, there is generally a reduction in air pollution concentrations (i.e. an improvement in air quality) with the Scheme in place. This reduction is due to either reduced congestion between junction 17 and junction 18 or, for Simister, due to traffic using the Northern Loop slip road (i.e. some traffic is moved further away). Dust from construction is discussed in section 5.8 of Chapter 5 Air Quality of the Environmental Statement. The risk of construction dust is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.5) which include activities like wheel washing of construction equipment and vehicles and other dust suppression techniques. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration

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	So many letters have been sent, this has added to my confusion over the proposed project. I have mentioned the existing lighting is too bright at one of your meetings. I hope this was seriously considered for the future lighting.		Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The Applicant has a series of booklets which explain and provide information regarding the potential effects of construction and the operation of the Scheme on your property. These booklets are available on the Applicant's website. The first in this series of booklets is called 'Your property and our road proposals' and this sets out the types of compensation that may be available to affected property owners. The additional booklets in the series go into more detail about the various provisions outlined in 'Your property and our road proposals'. Where no land is to be acquired, landowners may be able to make a claim for compensation in accordance with Section 10 Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 one year and one day following the opening of the Scheme. The Applicant has undertaken an assessment of the effects from new street lighting and from car headlights as part of the visual impact assessment and the street lighting design. During construction vegetation would be removed to allow the addition of the fifth running lane. However, the Applicant will provide temporary fencing during construction, and existing or reinstated boundary fencing and other screening (e.g., noise barriers and vegetation) when the motorway is operational to reduce any headlight glare. The Environmental Masterplan at Figure 2.3 of the Environmental Statement Figures (TR010064/APP/6.2) shows the vegetation which will be reinstated along most sections of the highway boundary and by the design year (2044) (year 15 of operation) will establish to provide a similar level of filtering or screening of cars and headlights as that which currently exists. Respondents are able to sign up for updates via the Applicant's Scheme website. This will enable them to receive updates at key milestones such as confirmation the application for development consent has been accepted for examination by the Planning Inspectorate. Respondents can also register as an Interested Party on the Scheme webpage of the National Infrastructure Planning website following acceptance of the application for development consent for examination. Further details will be publicised at that time in local newspapers as well as on the Applicant's Scheme website.