



# The Planning Inspectorate

## **The Planning Act 2008**

### **Application for Development Consent for the M60/M62/M66 Simister Island Interchange Project**

**Case Ref: TR010064**

### **The Examining Authority's Note of an Unaccompanied Site Inspection**

#### **Background**

The Examining Authority ('the ExA') undertook an unaccompanied site inspection to support the examination of an application for development consent for the proposed M60/M62/M66 Simister Island Interchange Project ('the application') on the morning of Tuesday 2 July 2024.

The ExA carried out its unaccompanied site inspection from publicly accessible land (roads, footpaths and bridleways).

The site inspection was undertaken to view the existing highway network, the location of the proposed development, observe the existing character, appearance and environment of the surrounding area and also proximity of adjoining land uses and boundary treatment to the existing highway network.

#### **Particulars of the Site Inspection**

The visit was undertaken by: Sarah Holmes and Andrew Robinson.

The visit was undertaken on foot. Weather conditions were dry and sunny with a temperature circa 15 degrees centigrade. Weather conditions were suitable to appreciate long range views. The inspections commenced at approximately 09:00 and finished at approximately 13:00. A list of the locations visited is attached at Annex A.



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### **Annex A: List of locations visited on the Unaccompanied Site Inspection on the morning of Tuesday 2 July 2024**

The ExA undertook a site inspection at the following locations.

The ExA walked north on the A56 Bury New Road towards the roundabout with M60 Junction (J) 17 and walked over the footbridge to the footpath running parallel to the eastern onslip road to the M60, connecting onto the residential street of North Circle. The ExA stopped here to observe the proximity of dwellings and extent of tree planting bounding the motorway, existing noise experienced from the motorway and air quality.

The ExA turned right opposite 'Besses o' th' Barn' Metrolink tram stop to walk along Bury Old Road and then left along a footpath connecting onto Balmoral Avenue where the ExA stopped to observe the extent of tree planting and fencing bounding the motorway as well as the existing environment.

The ExA then proceeded along Prestfield Road and then turned right to walk along Thatch Leach Lane (location of Representative Viewpoint 25 [APP-065]) and also walk down both Glendevon Place and Conisborough Place (location of Representative Viewpoint 26 [APP-065]) to observe the character and appearance of these residential streets, boundary treatment to the motorway and experience the general noise environment. The ExA then turned right at The Frigate Public House onto Sandgate Road and walked onto the bridge over the M60 motorway to observe traffic volumes on motorway, the proposed works to widen this section of the motorway and the existing boundary consisting of tree planting to residential properties located to the north and south.

The ExA then walked back along Sandgate Road in a northerly direction and turned right onto Oak Lane and then right onto Derwent Avenue and stopped at the location of Viewpoint PM03 [APP-067] at Roeburn Walk. The ExA viewed the photomontages against the on-site context to understand how the proposed works (motorway widening and loss of tree planting) would be viewed and experienced in this location. The ExA also observed the proximity of dwellings and extent of tree planting to the motorway in this locality as well as experiencing the general noise environment.

The ExA continue in an easterly direction along Derwent Avenue and turned right on to the pedestrian footpath at Heybrook Walk and walked under the underpass to Parrenthorn Road on the southern side of the M60



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to observe the condition and accessibility of the underpass. The ExA observed that the underpass was unlit.

The ExA walked back through the underpass in a northerly direction and onto Heybrook Close, Rothway Close, Hodder Way, Derwent Avenue to Mode Hill Lane. The ExA then turned right onto Naseby Walk to Marston Close to observe current views of the motorway and the proximity of dwellings to it, extent of tree planting to the motorway and experience the general noise environment. The ExA then proceeded to the location of Viewpoint PM02 [APP-067] (located at the end of a path serving residential dwellings located on the eastern side of Marston Close opposite Naseby Walk). The ExA viewed the photomontages against the on-site context to understand how the proposed works (such as the proposed Pike Fold Viaduct, construction compound, attenuation pond and the loss of and replanting of trees) would be viewed and experienced in this location.

Following this, the ExA continued to walk south on Marston Close to the end of the cul-de-sac and walked along an informal path located to the rear of numbers 37-53 to the southwestern corner of the field. At this location, the ExA further observed the character and appearance of the locality including the existing landscape setting and important hedgerows as illustrated on [APP-012], the current appearance of the motorway network, the location of the proposed works and experienced the general noise environment.

The ExA then walked back along Marston Close and turned right onto Mode Hill Lane and stopped at the front of the courtyard serving numbers 57-83 Mode Hill Lane to observe current views towards the motorway network and understand how the proposed works (such as the Pike Fold Viaduct, construction compound, attenuation pond 7 and the loss of and replanting of trees) would be viewed and experienced in this location.

The ExA then proceeded to walk along Mode Hill Lane and Pole Lane following the existing Public Right of Way (PRoW) network walking past Cowlgate Farm (also known as Cold Gate Farm) to observe the character and appearance of the locality and existing views of the motorway network. The ExA continued along the PRoW on Pole Lane past the location of Representative Viewpoint 14 [APP-064], turning right onto Hills Lane and stopping on the bridge over the M66 at Representative Viewpoint 6 [APP-063]. The ExA observed traffic volumes and the location of the proposed works.



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The ExA then continued along Hills Lane to Pike Fold Golf Club to observe the extent of the golf course and its proximity to the motorway network. The ExA then returned down Hills Lane to join the PRoW which runs south parallel to the M66. The ExA walked along the ProW located on the eastern side of the M66 and stopped to understand the location of the proposed new slip road leading off the M66 and associated proposed Pike Fold Bridge and Pike Fold Viaduct over the M66.

The ExA turned left and walked towards Egypt Lane stopping to observe the existing character and appearance of the locality including the existing landform and extent of tree coverage. The ExA also sought to understand the location of the Proposed Works including the 'northern loop'. The ExA then proceeded to the location of Viewpoint PM01 [APP-067] and viewed the photomontages against the on-site context to understand the current character and appearance of the locality and how the proposed works (such as the proposed Pike Fold Bridge, northern loop, attenuation pond 1, ball stop fence and the loss of and replanting of trees) would be viewed and experienced in this location.

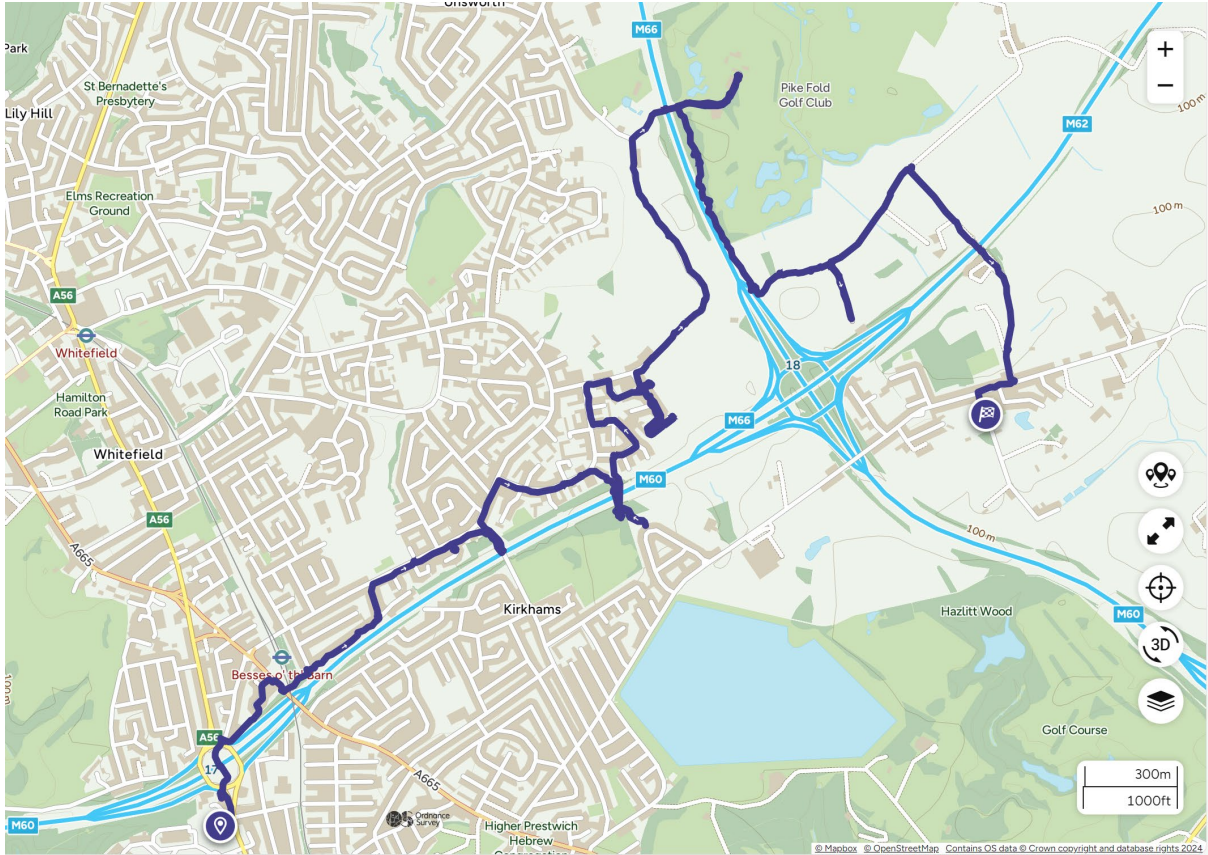
The ExA then continued along the PRoW towards Simister noting that 'Private Road' and 'no parking' signs were displayed at various points along the route.

At Simister Village, the ExA then proceeded to the Grade II listed Church of St. George to observe the character, appearance and setting of the church and its proximity to the Proposed Development.

The route is shown below.



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The ExA carried out its unaccompanied site inspection from publicly accessible land (roads, footpaths and bridleways).

The site inspection was undertaken to view the existing highway network, the location of the proposed development, observe the existing character, appearance and environment of the surrounding area and also proximity of adjoining land uses and boundary treatment to the existing highway network.

#### **Particulars of the Site Visit**

The visit was undertaken by: Sarah Holmes and Andrew Robinson.

The visit was undertaken on foot. Weather conditions were dry and sunny with a temperature circa 18 degrees centigrade. Weather conditions were suitable to appreciate long range views. The inspections commenced at approximately 13:30 and finished at approximately 15:30. A list of the locations visited is attached at Annex A.





## **Annex A: List of locations visited on the Unaccompanied Site Inspection on the afternoon of Tuesday 2 July 2024**

The ExA undertook a site inspection at the following locations.

The ExA commenced the inspection from the Simister Green playground. The ExA walked from Simister Green playground up to Simister lane via Simister Gardens.

The ExA walked west on Simister Lane to the overbridge to the M60 motorway briefly walking down Droughts Lane beforehand. From the overbridge the ExA continued west along Simister Lane (which turns into Heywood Road) observing the location of Parrenthorn High School and St Margaret's Church of England Primary School. The ExA stopped adjacent to the schools to observe the location of Viewpoint PM04 [APP-067]. The ExA viewed the photomontages against the on-site context to understand how the proposed works (motorway widening, attenuation pond and loss of and replacement tree planting) would be viewed and experienced in this location.

The ExA continued along Heywood Road to Thornley Road observing the location of Heaton Park Reservoir and the Grade II Listed Pumping Station to the south of the road. The ExA walked along Thornley Road and used the public footpath to access Peveril Close. At the end of Peveril Close the ExA turned right onto Sandgate Road. The ExA walked north along Sandgate Road observing the location of Prestwich Heys Football Club and Representative Viewpoint 22 [APP-065]. The ExA used the public footpath from Sandgate Road to access Warwick Avenue and observe the location of Representative Viewpoint 23 [APP-065].

The ExA walked west on Warwick Avenue to the end of the road, observing the proximity of dwellings, extent of tree planting and fencing bounding the motorway and experienced the general noise environment. The ExA then walked back along Warwick Avenue to the junction with Barnard Avenue and stopped to observe the location of Representative Viewpoint 27 [APP-065].

The ExA walked the length of Barnard Avenue until it turned into Warwick Close. The ExA stopped to observe the location of Representative Viewpoint 28 [APP-065] and the fence running parallel to Warwick Avenue indicating the highway boundary, the proximity of dwellings and the pylon to the northern end of Warwick Avenue. At the end of Warwick Close the ExA turned right on to Kenilworth Avenue.



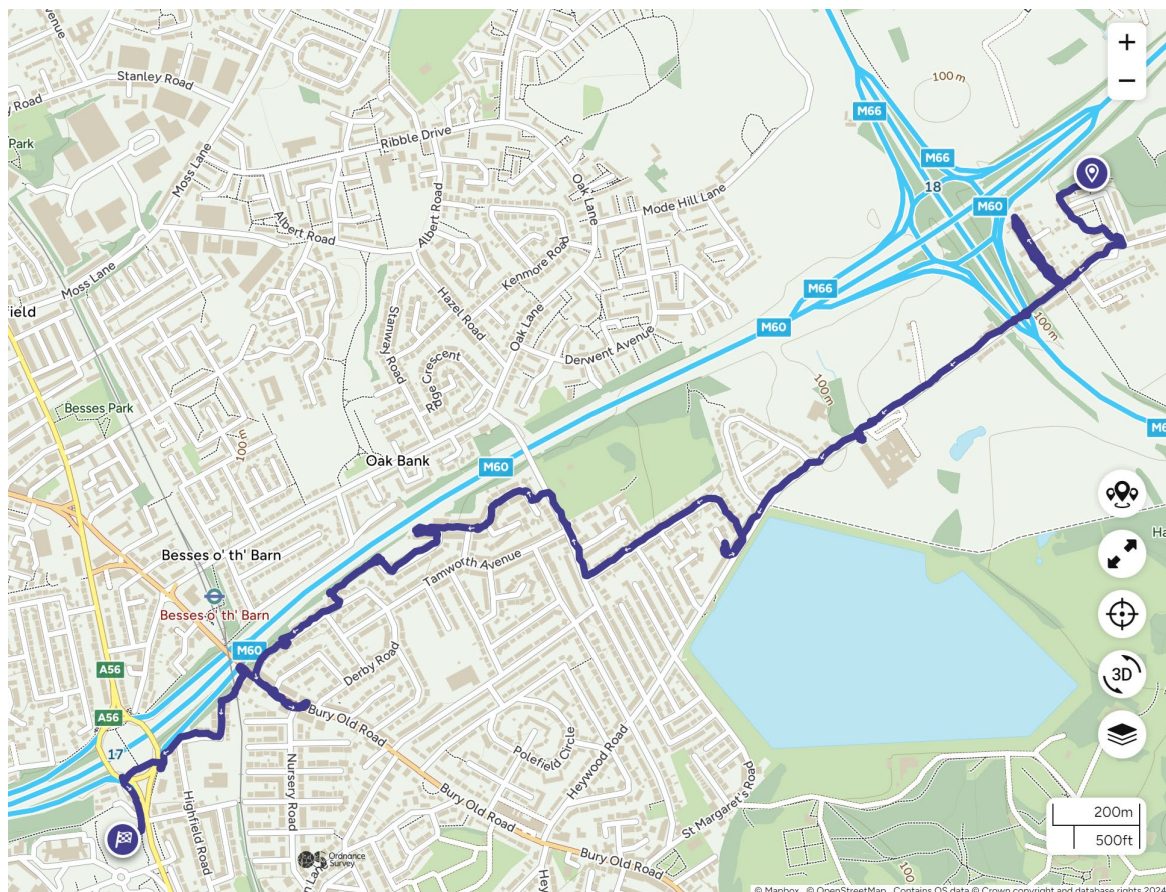
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The ExA walked west on Kenilworth Avenue to its junction with the A665 Bury Old Road. The ExA stopped at the location of Representative Viewpoint 29 [APP-065] to observe the proximity of dwellings, the location of the pylon on the north side of Kenilworth Avenue between the avenue and the motorway and experience the general noise environment.

On reaching the A665 the ExA first walked south to the pedestrian crossing adjacent to Derby Road, crossing over the road to walk north along the A665 toward the M60 overbridge. The ExA observed the M60 from the overbridge and then used the public footpath to cross under the Metrolink railway line walking west to Stanley Avenue North. The ExA turned right onto Cross Avenue which they walked along until it turns into Highfield Rd. The ExA observed the location of Our Lady of Grace RC Primary School.

At the corner of Highfield Rd and Cross Avenue the ExA accessed the public footpath to A56 Bury New Road and junction 17 of the M60. The ExA used the public footpath to cross over the junction to the west side of the A56.

The route is shown below.







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The ExA carried out its unaccompanied site inspection from publicly accessible land (roads, footpaths and bridleways).

The site inspection was undertaken to view the location of the proposed development, the wider area and the existing highway network.

#### **Particulars of the Site Visit**

The visit was undertaken by: Sarah Holmes and Andrew Robinson.

The visit was undertaken by car. Weather conditions were dry and sunny with a temperature circa 18 degrees centigrade. Weather conditions were suitable to appreciate long range views. The inspections commenced at approximately 16:00 and finished at approximately 16:45. A list of the locations visited is attached at Annex A.



## **Annex A: List of locations visited on the Unaccompanied Site Inspection on the afternoon of Tuesday 2 July 2024**

The ExA undertook a site inspection at the following locations.

The ExA travelled from M60 Junction (J) 17 north on A56 New Bury Road and then turned around to join the A665 Bury Old Road travelling south towards Heaton Park.

The ExA turned off the A665 onto St Margaret's Road to access Heaton Park through Gate 15. The ExA drove through the park to the Heaton Park car park. The ExA observed the character, appearance and setting of the Grade II listed Dower House Cottage located to the southeast of Heaton Park Reservoir.

The ExA then returned to the A665 via St Margaret's Road and travelled south along the A665 to the junction with the A6004 at the southwest corner of Heaton Park. The ExA then joined the A6004 travelling east and accessing Heaton Park at Gate 6 to access the Sheepfoot Lane car park.

The ExA then returned to the A6004 and continued east to the junction with the A576 at the north east corner of Heaton Park. The ExA joined the A576 travelling north, turning off just before M60 J19 to access Heaton Park via Gate 3 turning around in the car park.

The ExA then returned to the A576 traveling north to the M60 J19 where they accessed the M60 travelling north to M60/M62/M66 Simister Island Interchange (Simister Island Interchange).

On reaching the Simister Island Interchange the ExA used the slip road to join M60 travelling west returning to M60 J17. The ExA observed that the traffic was slow moving from M60 northbound to M60 westbound.

The route is shown below.



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