The proposed scheme at Simister Island Interchange does not take into account the Places for Everyone (PfE) development of 1.2 square m of industrial space and 1550 houses that has recently been granted in the local area. There has been no consideration of how much this development will affect the local area and the knock on effect towards the proposed scheme. The modelling for the scheme has only considered what is currently in place and doesn't mitigate any future developments. The development has already been agreed and should be included in any decisions for this scheme.

Residents that travel on the motorways on a regular basis have already feedback to National Highways this is not where the issue lies, it is at M60 Worsley where traffic regularly bottlenecks. The scheme will further impact local residents as construction will take place at night over a three and half year period, causing unacceptable noise and disturbance. Night time motorway closures will transfer more traffic onto the local road network, increasing noise and disturbance.

Simister and Bowlee currently have illegal air quality readings due to the motorways (M60, M62 and M66) surrounding the scheme. Through a Freedom of Information request Highways England provided the readings on the Strategic Road Networks around Simister and Bowlee in 2015/2016 were:

75% at illegal limit

15% at legal limit

10% not full year readings

With the introduction of Places for Everyone with 1.2 million square metres of industrial and 1550 homes this will undoubtedly increase already illegal levels of carbon emissions even further.

Point 17 Page 233 of the PfE states we will "incorporate appropriate noise and air quality mitigation measures and high-quality landscaping along the M60 motorway corridors and local road network if required within the allocation." These measures will definitely be required due to the already illegal levels. However, National Highways have already tried this through the Barrier erecting study and it failed. The before and after results were provided and it was confirmed there was no reduction in pollution. Therefore, what will the noise and air quality mitigation measures consist of? There should have been a detailed plan developed before this scheme was considered.

Even Bury Council are concerned by the scheme as they responded to the Preliminary Environmental Information Report (page 60) that they are "concerned about the potential impacts on air quality and how these can be mitigated". They highlight that "The junction as it is now is likely to be contributing to high nitrogen dioxide levels on A 56 and at the side of M60 between J17 and J18. Monitoring of nitrogen dioxide emissions close to residential housing at the side of the M60 between Junction 17 and 18 indicate that objectives for nitrogen dioxide were not met in 2019". They continue, in relation to the proposals that the "prospect of having 10 lanes of running traffic closer to the above residential properties is of great concern, as would be the impact on air quality for residents of Simister. The Environment Team suggests that Highways England must ensure that any improvements at Junction 17 and 18 have a positive impact on air quality and reduce nitrogen dioxide at nearby properties. The Environment Team will need to see the detailed air quality modelling carried out for the schemes and associated reports. It will need assurances that the project will not undermine proposals in the Greater Manchester Clean Air Plan to meet nitrogen dioxide objectives in the shortest time possible."

National Highways, Bury Council and GMCA must work together to mitigate the effect of both this scheme and PfE to ensure the health and well being of local residents including young people at the two current schools a few hundred metres away from the scheme and the proposed school due to be built as part of the PfE. The public services involved in these developments have a duty of care as this will increase health inequalities and affect local people's health and well being.