

M60/M62/M66 Simister Island  
Interchange Project

Local Impact Report

Bury Council

September 2024

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# 1 Introduction

- 1.1 The Scheme is a Nationally Significant Infrastructure Project that relates to the M60 Junction 18 (Simister Island), the interchange between the M60, M62 and M66 motorways, which are key corridors in the Strategic Road Network.
- 1.2 The Scheme is a 'committed scheme' in the Road Investment Strategy 2 2020-2025.
- 1.3 The key objectives of the Scheme are to improve the journey experience for users of this section of the network by: reducing congestion at peak times, reducing journey times, delivering more reliable journey times, provide a scheme that is safe for all road users and minimise the impact of the Scheme on the surrounding environment.
- 1.4 The following table (Table 3.1 – Scheme Highway Elements/Sections from document APP-146) briefly describes the Scheme.

Highway element/section	Description	Alteration of existing alignment or new element
Northern Loop (M60 eastbound to M60 southbound free flow link)	A new free-flow link from the M60 eastbound to the M60 southbound (the 'Northern Loop').	New element. This element would be mainly on an embankment.
M66/M60 existing carriageway	Widening of the M66 southbound through M60 Junction 18 from two lanes to four lanes.	Alteration of existing alignment.
M66 southbound diverge	Realignment of the M66 southbound diverge slip road to M60 Junction 18 to accommodate the Northern Loop structure, including a new overbridge where the slip road crosses the Northern Loop and realignment of the left turn lane to the M62 eastbound.	Alteration of existing alignment. This element would be on an embankment.
M60 eastbound to M66 northbound free flow link	The existing one lane free flow link would be retained. The alignment of the approach to the free flow link would change as the M60 eastbound off-slip to the Junction 18 circulatory would be closed for use by the public. Access to the circulatory would be provided to authorised vehicles only.	Alteration of existing alignment.
M60 northbound to M60 westbound free flow link	Widening from one lane to two lanes.	Alteration of the existing alignment. This element would consist of cutting (M60 northbound) and embankment (M60 westbound).
M62 westbound to M60 southbound free flow link	Realignment of the existing free flow link.	Alteration of existing alignment.
M60 Junction 18 circulatory carriageway (i.e. the M60 Junction 18 roundabout)	The M60 eastbound off-slip to J18 and southbound on-slip to the M60 would both be closed for use by the public, with only authorised access provided; the lanes on the roundabout would change to a new alignment to reflect the closures.	Alteration of existing alignment
M60 mainline J17 to J18	Widening of the existing four-lane Controlled Motorway between M60 Junction 17 to Junction 18 to provide an additional lane each side with a new hard shoulder.	Alteration of existing alignment

1.5 The Council considers that the full scheme details are appropriately set out in the submission (Examining Authority reference TR010064).

# 2 Structure of the report

2.1 The report describes the construction and operational impacts (i.e. positive/neutral/negative (where possible)) of the proposal on the local area and whether additional mitigation may be required, focusing on the following topics:

- Planning Policy
- Air Quality
- Biodiversity
- Climate
- Geology and Soils
- Green Belt
- Historic Environment
- Landscape and Visual
- Noise and Vibration
- Population and Human Health
- Road Drainage and Water Environment
- Traffic, Transport and Access

Finally, the conclusion provides the cumulative effects of the scheme, and a summary of the impacts detailed in this Local Impact Report (LIR).

# 3 Planning Policy

- 3.1 Whilst the National Policy Statement for National Networks (NPS NN) is the primary policy document which will be used by the Examining Authority to assess the Scheme, it is also necessary to have regard to the provisions of the National Planning Policy Framework (NPPF) and Bury's statutory development plan.
- 3.2 Following independent examination by the Inspectorate on behalf of the Secretary of State for Levelling Up, Housing and Communities, Bury Council, along with the other 8 participating Greater Manchester districts, adopted the Places for Everyone Joint Development Plan (PfE) with effect from 21 March 2024.
- 3.3 PfE is now a key part of Bury's statutory development plan alongside the saved policies of the Bury Unitary Development Plan (UDP) and the Greater Manchester Joint Minerals and Waste Plans.
- 3.4 The following sets out consideration of the key issues related to the proposal in the context of relevant planning policies:

## Boosting Northern Competitiveness

- 3.5 One of the key elements of the PfE strategy is to rebalance the Greater Manchester economy and, in doing so, it seeks to boost northern competitiveness.
- 3.6 PfE Policy JP-Strat 6 (Northern Areas) states that a significant increase in the competitiveness of the northern areas will be sought. There will be a strong focus on making as much use as possible of suitable previously-developed (brownfield) land through urban regeneration, enhancing the role of the town centres and diversifying the residential offer. This will be complemented by the allocation of sites for development that will help to boost economic opportunities and diversify housing provision. Improving transport connections and accessibility by public transport, cycling and walking will be a priority to ensure access to key employment opportunities. In supporting the principles of inclusive growth, the significant increases in economic growth in this location will help to reduce deprivation.
- 3.7 The most significant proposed intervention in the northern areas is focused on the M62 corridor from Junction 18 (Simister Island) to Junction 21 (Milnrow), extending across parts of Bury, Rochdale and Oldham. This area is referred to as the North East Growth Corridor and the potential for this location to deliver transformative change has led to the formal designation of the Atom Valley Mayoral Development Zone (MDZ) covering the three key areas for

growth at the Northern Gateway (Policies JPA1.1 and JPA1.2), Stakehill (Policy JPA2) and Kingsway Business Park.

- 3.8 PfE Policy JP-Strat 7 (North East Growth Corridor) states that lying within the area and policy framework covered by policy JP-Strat 6, the North East Growth Corridor, which extends eastwards from Junction 18 of the M62 and incorporates the Atom Valley MDZ, will deliver a nationally-significant area of economic activity. This will be supported by a significant increase in the residential offer, thereby delivering truly inclusive growth over the lifetime of the Plan.
- 3.9 It is considered that improvements to the SRN at Simister Island will support PfE's growth objectives for the North East Growth Corridor and the wider Northern Areas.

## Green Belt

- 3.10 Relatively small areas of land to the west and south of M62 Junction 18 is designated as Green Belt.
- 3.11 Paragraph 152 of the NPPF states that Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.
- 3.12 Paragraph 153 of the NPPF requires local planning authorities to give any harm to the Green Belt substantial weight. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.
- 3.13 The proposed development does not meet any exceptions listed in Paragraph 154 or 155 of the NPPF. As such, the proposal is constitutes inappropriate development in the Green Belt which should not be approved except in very special circumstances (VSC) that outweighs the harm resulting from the proposal.
- 3.14 The chapter 'Green Belt' further considers this matter.

## Flood Risk

- 3.15 PfE Policy JP-S4: Flood Risk and the Water Environment expects development to manage surface water runoff through sustainable drainage systems and as close to source as possible.
- 3.16 The Case for the Scheme (APP-146 Ref. TR010064) sets out that surface water runoff will be discharged to the following hierarchy order:

- Into the ground (infiltration)
  - To a surface water body
  - To a surface water sewer, highway drain or another drainage system
  - To a combined sewer.
- 3.17 As the scheme is, for the most part, an alteration to an existing highway alignment, the general strategy is that the drainage of highway run-off would follow the existing arrangement. It will only be adjusted to suit new pavement locations, before continuing to attenuate and ultimately discharge at the watercourse or existing highways network.
- 3.18 Policy JP-S4 also seeks to ensure that sustainable drainage systems are designed to provide multifunctional benefits wherever possible including for water quality, nature conservation and recreation.
- 3.19 Chapter 2, the Scheme of the Environmental Statement (ES) (TR010064/APP/6.1) sets out the details of 4 attenuation ponds and on treatment pond that will be provided as part of the scheme. The five ponds are designed to be permanently wet to function as retention basins, providing water quality treatment and biodiversity benefits.
- 3.20 It is considered that improvements to the SRN at Simister Island would comply with Policy JP-S4. The chapter 'Road Drainage and Water Environment' further considers these matters.

## Clean Air

- 3.21 PfE Policy JP-S5 requires planning applications for development that could have an adverse impact on air quality to submit relevant air pollution data so that adverse impact on air quality can be fully assessed and development only permitted where they are acceptable and/or suitable mitigation can be provided.
- 3.22 Chapter 5 Air Quality of the ES (TR010064/APP/6.1) for the improvement works to the SRN reports set out relevant air quality data and mitigation measures. The chapter 'Air Quality' further considers this matter.

## Long-Term Economic Growth

- 3.23 PfE Policy JP-J1 states that a thriving, inclusive and productive economy will be sought in all our boroughs and includes a range of measures to achieve this including by maximising the potential of the key growth locations (including the Northern Areas and the North East Growth Corridor) to deliver inclusive



growth across the sub-region by ensuring that employment growth opportunities are well connected and accessible to all residents.

- 3.24 It is considered that improvements to the SRN at Simister Island will support PfE's aspirations for long-term economic growth and the proposal is, therefore, consistent with PfE Policy JP-J1.

## Landscape Character

- 3.25 The site is designated as part of Prettywood, Pilsworth and Unsworth Moss : Mosslands and Lowland Farmland Landscape Character Area and part of Simister, Slattocks and Healds Green Urban Fringe Farmland under PfE Policy JP-G1. PfE Policy JP-G1 replaced UDP Policy EN9/1 Special Landscape Area.
- 3.26 Development within landscape character areas should reflect and respond to the special qualities and sensitivities of the key landscape characteristics. The interface of new development with the surrounding countryside/landscape is of particular importance. These transitional areas require well-considered and sensitive treatment.
- 3.27 As referred to above, the Environmental Masterplan at figure 2.3 indicates considered treatments, drainage and mitigation to the surrounding area. As such, it is considered that the proposal and the transitional areas have been well-considered to support the interface of the development with the surrounding landscape as best as can considering that the proposals are for an improvement to the existing SRN.

## Biodiversity

- 3.28 PfE Policy JP-G8 states that through local planning and associated activities a net enhancement of biodiversity resources will be sought and sets out a range of measures to achieve this.
- 3.29 Whilst the proposal does not affect any designated biodiversity interests, Policy JP-G8 states that development will be expected to achieve a measurable net gain in biodiversity of no less than 10%.
- 3.30 Biodiversity net gain is not currently mandated for NSIPs, however the draft NPS NN has introduced a new requirement to provide 10% BNG from November 2025.
- 3.31 The Scheme includes replacement and new areas of landscaping and other ecological and planting improvements. These are shown on Figure 2.3 the Environmental Masterplan of the ES Figures (TR010064/APP/6.2). These enhancements incorporate:

- Mixed woodland planting to reinstate native species.
- Species rich grassland.
- Reinstated native linear tree belts.
- Mixed broadleaf woodland on embankments to break up the scale of the motorway.
- New trees, shrubs and hedgerow planting to provide landscape integration and visual screening of the Northern Loop and Simister Pike Fold Bridge.
- New landscape and woodland planting to provide landscape integration.
- Marsh and wet grassland and marginal planting at wet drainage features.
- Creation of wet woodlands.
- Planting of embankments and visual screening including broadleaf woodland and coniferous/evergreen species.
- Individual tree planting.
- Maintenance of wildflower habitats.
- Log piles, brash piles and standing deadwood to provided microhabitats for invertebrates and amphibians.
- Bat and bird boxes.

3.32 Whilst the above mitigation does not equate to a 10% net gain as required by JPA-G8, there will be an overall improvement in the ecological value of land within the DCO limits, with a forecast of an overall net gain of 3.68% for habitats and 58.5% for hedgerows. The chapter 'Biodiversity' further considers biodiversity and ecology.

## Health

3.33 PfE Policy JP-P6 sets out a range of measures aimed at tackling health inequalities, including a requirement, as far as is practicable, for new development to be supported by a Health Impact Assessment where the development would require to be screened for an Environmental Impact Assessment, and other proposals which, due to their location, nature or proximity to sensitive receptors, are likely to have a notable impact on health and wellbeing.

- 3.34 Chapter 12 Population and Human Health of the ES (TR010064/APP/6.1) provides an assessment of the likely significant effects of the scheme on human health. It also sets out the mitigation required to avoid or reduce adverse health effects identified as resulting from the construction and operation of the Scheme and the cumulative impacts on the health of local communities.
- 3.35 The chapters 'Air Quality', 'Geology and Soils', 'Noise and Vibration' and Population and Human Health further consider health impacts.

## Strategic Road Network

- 3.36 The Strategic Road Network (SRN) will be required to perform the function of facilitating the safe and efficient movement of people and goods. Ongoing collaboration between National Highways, Transport for Greater Manchester (TfGM) and the Local Authorities will be essential in ensuring that the SRN in Greater Manchester operates in an effective and efficient manner; and contributes to sustainable economic growth. Greater Manchester benefits from a strategic location on the national motorway network, but some stretches of the city-region's motorways and trunk roads are congested, which causes slow and unreliable journeys and reduces economic efficiency. Major investment is already coming forward through the National Highways Roads Investment Strategy (RIS) to address some of these issues, for example through progression of the Smart Motorway programme for the M56, M62 and M6 and the Simister Island interchange improvements.
- 3.37 Where PfE Policy JP-C4 (The Strategic Road Network) states that the Council will work with Department for Transport, National Highways, Transport for the North and TfGM to ensure a co-ordinated approach to the planning and delivery of potential interventions on the SRN and at interfaces with the local street network, as Local Plans, site Masterplans and planning applications come forward in accordance with Department for Transport, National Highways, and other UK Government policy and guidance as applicable.
- 3.38 The proposal at Simister Island is specifically referred to in PfE as being a key example of the necessary improvements to Greater Manchester's Strategic Road Network and the proposal is in conformity with PfE Policy JP-C4.

## Walking and Cycling

- 3.39 PfE Policy JP-C5 Walking and Cycling seeks to deliver a higher proportion of journeys made by walking and cycling. The scheme includes modest enhancement for recreational walkers through the inclusion of a new route through an area of ecological mitigation. There would be some temporary effects on Public Rights of Way (PRoW) during construction and replacement routes would be provided for the existing PRoW affected by the scheme.

3.40 It is considered that improvements to the SRN at Simister Island is consistent with PfE Policy JP-C5. The chapter 'Traffic, Transport and Access' further considers active travel.

## Infrastructure Implementation

3.41 PfE Policy JP-D1 (Infrastructure Implementation) states that to ensure the effective development and implementation of the infrastructure needed to deliver the vision and objectives of the Plan, the Councils will take a long term, strategic, holistic and integrated approach to place shaping, supported by devolved resources and powers. Utilising the spatial locations set out in PfE, a place-based approach will be undertaken to overcome barriers, achieving prosperity and opportunity.

3.42 It also states that the Councils will work with infrastructure providers to:

- promote collaboration and synchronisation of investment plans, including those of National Highways; and
- Minimise disruption to highways and businesses during major infrastructure upgrades and pipe subway construction

3.43 The Simister Island improvements represent a key infrastructure investment that will help support the strategic growth objectives set out in PfE.

3.44 The Outline Traffic Management Plan (document reference APP-150) sets out the proposals for the temporary traffic management measures and communication with businesses required during construction of the scheme.

3.45 It is considered that improvements to the SRN at Simister Island would be consistent with PfE Policy JP-D1. The chapter 'Traffic, Transport and Access' further considers transport impacts.

## Northern Gateway

3.46 Northern Gateway is identified in PfE as one of the key growth locations that would help to deliver a central theme of the spatial strategy and deliver inclusive growth across the city region, complemented by a key aim to boost the competitiveness of the northern parts of Greater Manchester.

3.47 Northern Gateway straddles the districts of Bury and Rochdale and is positioned at a strategically important intersection around the M60, M62 and M66 motorways. As such, it represents a highly accessible opportunity for growth in Greater Manchester with wider benefits on a regional and national level. Northern Gateway comprises two key sites:

- Heywood/Pilsworth - Policy JPA1.1

- Simister/Bowlee - Policy JPA1.2

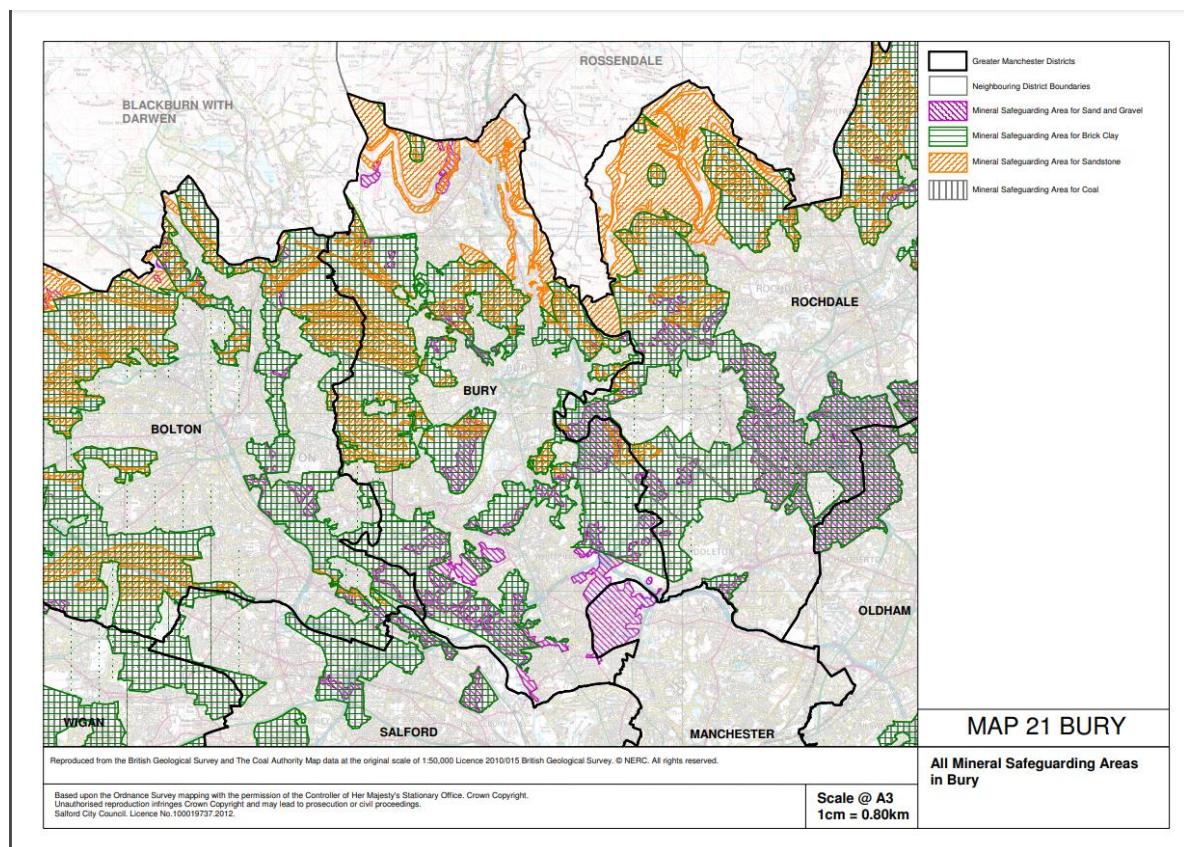
- 3.48 The site at Heywood/Pilsworth provides an opportunity for a substantial and high-quality employment led development. This will be supported by new communities as part of the Heywood/Pilsworth site, as well as at Simister/Bowlee.
- 3.49 The Simister Island proposal seeks the creation of the northern loop (M60 eastbound to M60 southbound link), the M66 southbound diverge and two drainage ponds within part of the JPA1.1 site.
- 3.50 Policy JPA1.1 sets out the requirements for substantive new employment-led development on the Heywood/Pilsworth site. It is therefore not considered to be applicable to the Simister Island proposal.

## Wildlife Links and Corridors

- 3.51 Saved UDP Policy EN6/4 Wildlife Links and Corridors identifies corridors along the motorway edges.
- 3.52 Policy EN6/4 states that the Council will seek to consolidate and, where appropriate, strengthen wildlife links and corridors, and will not permit development which would adversely affect identified areas. In particular, the Council will seek to ensure that new development within or adjacent to identified links or corridors, contributes to their effectiveness through the design, landscaping and siting of development proposals and mitigation works, where appropriate.
- 3.53 The Environmental Statement Chapter 8 Biodiversity (APP-047 Ref. TR010064) section 8.8 identifies that there is potential to fragment habitats due to removal of connections. The design of the Scheme has taken into account the locations of valuable and priority habitats, including important connective habitats (i.e. hedgerows, watercourses and tree lines) and the locations of protected species. Where practicable, the design of the Environmental Masterplan has been modified to avoid impacts of these features and retention of existing vegetation is proposed. The scheme would then be landscaped in accordance with figure 2.3, including measures such as mixed woodland, broadleaf, shrub planting, marginal planting, species rich grassland, wet grasslands and ponds and swales.
- 3.54 It is considered that the proposal would contribute to the effectiveness of wildlife links through the measures and mitigation works embedded in the design of the landscaping masterplan.

## Minerals

3.55 The Greater Manchester Joint Minerals Plan (GMJMP) forms part of Bury's statutory development plan. Map 21 (Bury) of the Plan shows that there are Minerals Safeguarding Areas for both Brick Clay and Sandstone within the Order Limits (see following plan).



3.56 Policy 8 of the Greater Manchester Joint Minerals Plan relates to the prior extraction of mineral resources within Mineral Safeguarding Areas and states that all non-mineral development proposals within the Mineral Safeguarding Area should extract any viable mineral resources present in advance of construction.

3.57 This matter is considered in paragraph 6.20.8 of The Case for the Scheme (Document ref: APP-146) which states that although the Order Limits include areas safeguarded for Minerals Safeguarding Areas, notwithstanding this, both mineral safeguarding sites and peat resources have been scoped out of this assessment on the basis that they are not resources that could be worked/extracted.

# 4 Air Quality

- 4.1 Air quality was assessed within Chapter 5 (APP-044) of the ES to determine effects of the scheme based on information available at the preliminary design stage. This chapter within the ES outlines baseline conditions and potential impacts during construction and operation. It also identifies mitigation measures recommended for any potentially significant adverse effects.

## Context

- 4.2 The ES details that a qualitative assessment of the effects on air quality from construction has been undertaken in line with Design Manual for Roads and Bridges (DMRB) guidance, taking account of the nature of any proposed construction activities that have the potential to generate dust and the location of sensitive receptors. The air quality study area for assessing potential impacts of construction dust during the construction phase is defined as the area within 200m of the boundary of the footprint of the proposal's construction activities.
- 4.3 For operational effects, the assessment was undertaken to determine whether levels of NO<sub>x</sub>, NO<sub>2</sub> and PM<sub>10</sub> would exceed air quality thresholds. The study area is defined as the area within 200m of the roads meeting the traffic screening criteria within the DMRB LA 105 air quality standard.
- 4.4 The key receptors which can be impacted by changes in air quality are human health receptors such as residential properties, schools and hospitals; in addition to ecological receptors such as statutory designated sites (Sites of Special Scientific Interest (SSSI)) and non-statutory designated sites (Local Wildlife Sites (LWS), Sites of Biological Interest (SBI) and Local Nature Reserves (LNR).
- 4.5 The Proposed Scheme is situated within the Greater Manchester Air Quality Management Area (AQMA).
- 4.6 Bury Council has been identified by Department for Environment Food and Rural Affairs (Defra) as an area requiring to significantly improve air quality. The required measures to do this are currently under discussion.
- 4.7 Ecological sites are sensitive to changes in air pollution, such as nitrogen dioxide, and are located within the air quality study area. These include the Rochdale Canal Special Area of Conservation (SAC)/SSSI, SBI, LNR, and LWS.

## Summary of construction impacts

## Dust emissions

- 4.8 The ES states that there is potential for elevated dust deposition and soiling at properties within 200m of the construction site boundary, resulting from the construction works. The amount and distribution of dust emission would vary depending on the duration and location of activity, weather conditions, and effectiveness of suppression measures.
- 4.9 The proposal has the potential for construction dust to affect human health and ecological receptors and as shown in the below table.

### Number of sensitive receptors likely to be affected by construction dust

Type of receptor	Distance from construction activities		
	0-50m	50-100m	100-200m
Human health	570	576	1174
Designated habitat - LNR	1	0	0
Designated habitat – LWS/SBI	2	0	2
Total	573	576	1176

- 4.10 Based on the number of receptors within the distance bands and the large potential for dust emissions to occur during the construction activities associated with the proposed scheme, the construction dust risk is High, resulting in a **negative** impact. However, these effects would be temporary and can be minimised through mitigation measures.

## Construction traffic – Human Health

- 4.11 Concentrations of pollutants were estimated for 2028, which would be the scheme's anticipated worst-case construction year, at a total of 415 worst-case human health receptors. The modelling predicted exceedances of the NO2 AQO in both the 'without development' and worst-case construction year (2028) scenario at seven receptors:
- R3, R81, R441, R447, R599, R600, R601 – located at Kensington Street, Whitefield, which lies to the north of the motorway and backs on to the M60 between J17 and J18.
- 4.12 However, of the seven receptors that exceed the annual mean AQO, the concentrations are reduced in the construction scenario compared to the without development scenario (a reduction of 0.6µg/m<sup>3</sup>) and a maximum concentration of 43.7µg/m<sup>3</sup> (R441) compared to the AQO of 40µg/m<sup>3</sup>. The magnitude of the change would be minor. The remaining receptors were all predicted to be below the annual mean AQO for NO2.



- 4.13 All predicted PM10 concentrations were well below the AQOs for PM10 and PM2.5 at all receptors, with a maximum of level of 18.2 µg/m<sup>3</sup>. All changes in concentrations during the worst-case construction year (2028) were imperceptible (<0.4 µg/m<sup>3</sup>).
- 4.14 Consequently, the overall effect of the traffic associated with the construction of the Scheme, on air quality, is considered 'not significant' and therefore, is considered to have a **neutral** effect on air quality impacts on human health.

## Construction traffic – Ecological Receptors

- 4.15 The ES states that total nitrogen deposition was modelled for 310 construction sensitive ecological receptors within 200m of the Affected Road Network (ARN). Four of the modelled receptors, across two designated sites were predicted to have a combined total deposition rate above the minimum critical load and a predicted change in nitrogen deposition of more than 1% of the minimum critical load and of more than 0.4 kg N/ha/year.
- 4.16 The receptors are located next to the on-slip road heading west at M60 J17 at:
- Philips Park and North Wood LWS (SBI)
  - Philips Park LNR.
- 4.17 The ES assesses the air quality impacts on ecological receptors in Chapter 8 Biodiversity (APP-047). Only small areas of the two sites located parallel to the existing road and slip roads are predicted to be affected by increased nitrogen deposition during the construction of the scheme. In addition, site surveys generally found an absence of species considered sensitive to nitrogen and the frequent presence of invasive non-native species at the woodland sites. Therefore, the proposal is not expected to have a significant effect on the designated habitats within these sites and is considered to have a **neutral** impact.

## **Summary of operational impacts**

### Human health

- 4.18 Concentrations of pollutants were estimated for 2029, the scheme's anticipated opening year, at 557 worst-case human health receptors. The modelling predicted exceedances of the NO<sub>2</sub> AQO in both the 'without development' scenario at seven receptors:
- R3, R81, R441, R447, R599, R600, R601 – located at Kensington Street, Whitefield which lies to the north of the motorway and backs on to the M60 between J17 and J18.

- 4.19 However, there are no exceedances predicted in the 'with development' scenario, so the scheme is predicted to reduce air pollution below the AQO at these locations due to the predicted reduction in congestion. The magnitude of the reduction at these seven locations is between -3.7 µg/m<sup>3</sup> and -4.0 µg/m<sup>3</sup> so would be classed as a medium change. A total of 188 out of the 557 receptors modelled are predicted to see reductions in NO<sub>2</sub> as a result of the scheme.
- 4.20 A total of 368 out of the 557 receptors modelled are predicted to see increases in NO<sub>2</sub> due to the scheme. However, the modelled concentrations are all significantly below the annual mean AQO for NO<sub>2</sub> of 40 µg/m<sup>3</sup>.
- 4.21 All modelled PM<sub>10</sub> concentrations were significantly below the AQOs / Limit Values for PM<sub>10</sub> and PM<sub>2.5</sub> at all receptors, with a maximum level of 19.4 µg/m<sup>3</sup>. All changes in concentrations for the 'without development' and 'with development' scenarios were imperceptible (<0.4 µg/m<sup>3</sup>).
- 4.22 Consequently, as the predicted concentrations for the 'with development' scenario will remove seven existing exceedances and all concentrations at modelled receptors are below the AQOs, the overall effect of the traffic associated with the operation of the Scheme, on air quality, is considered not significant. Therefore, there is an overall **positive** effect with regard to air quality and subsequently on human health due to the proposal.

## Ecological Receptors

- 4.23 The ES states that total nitrogen deposition was modelled for 577 relevant ecological receptors. A total of 32 of the modelled receptors, across eight designated sites were predicted to have a combined total deposition rate above the minimum critical load set by the and a predicted change in nitrogen deposition of more than 1% of the minimum critical load and of more than 0.4 kg N/ha/year. These receptors are located at: Clifton Country Park LWS/SBI.
- Clifton Moss (South) LWS (SBI).
  - Clifton Wood Ancient Woodland
  - Hazlitt Wood LWS (SBI)
  - Philips Park and North Wood LWS (SBI)
  - Philips Park LNR
  - Rhodes Farm Sewage Works LWS (SBI)
  - Rochdale Canal (Scowcroft to Warland) LWS (SBI)

- 4.24 Only small areas of the two sites located parallel to the existing road and slip roads are predicted to be affected by increased nitrogen deposition during the construction of the Scheme. As previously noted, site surveys generally found an absence of species considered sensitive to nitrogen and the frequent presence of invasive non-native species at the woodland sites. Therefore, the proposal is not expected to have a significant effect on the designated habitats within these sites and is therefore considered to have a **neutral** impact.

### **Mitigation and enhancement**

- 4.25 The Outline (First Iteration) Environmental Management Plan (EMP) (APP-127) includes commitments to protect air quality from construction dust and to reduce emissions from all non-road mobile machinery (NRMM). The Outline Air Quality and Dust Management Plan (APP-128) proposes controls and measures, which could include (but are not necessarily limited to):

#### Reducing dust emissions

- Dampening down of surfaces.
- Planning the site layout so that machinery and dust-causing activities occur as far from sensitive receptors as possible.
- Erecting screens or barriers around the dust-causing activities or the site boundary.
- Covering stockpiles to prevent entrainment by wind.
- Undertaking regular monitoring.

#### Minimising Emission from construction plant and vehicles

- Construction plant, vehicles and equipment would be operated in accordance with manufacturer's guidance and would be regularly maintained and checked.
- Engines would be switched off when not in use.
- Vehicle and construction plant exhausts should be directed away from the ground and be positioned at a height to facilitate appropriate dispersal of exhaust emissions.
- The movement of construction traffic around the site would be kept to the minimum reasonable for the effective and efficient operation of the site and construction of the Scheme.
- Where stationary generators are required, ensure these are sited as far from sensitive receptors as practicable.

- The use of diesel or petrol-powered generators would be reduced by using mains electricity, hybrid generators, hydrogen generators, solar panels or battery powered equipment, where reasonably practicable.
- Speed limits on-site and on haul roads will be minimised
- Where reasonably practical, sustainable travel (such as, public transport, cycling, walking, and car-sharing) encourage to reduce vehicle emissions.

# 5 Biodiversity

## European Protected Sites

- 5.1 An appropriate assessment has been provided, with only the Rochdale Canal SAC scoped into the report. It is accepted that it is very unlikely that the scheme will have a significant effect on this SAC.
- 5.2 The South Pennines SPA/SAC or Manchester Mosses SAC are not referenced. They may have been screened out based on distance, but traffic on the M62 is regarded as having a potentially significant effect on both these European sites because of air pollution. Whilst accepting that during construction, there is unlikely to be any increase in traffic with more likely a decrease in traffic as the works are avoided, on completion the improved network may lead to increased traffic movements along the M62 corridor. This may have potential significant effects on these European sites, in particular given the cumulative effect of the Northern Gateway PfE allocation, which this will benefit in the long term.

## Hazlitt Wood SBI and other SBI's

- 5.3 The development lies immediately adjacent to this site. Other SBI's such as Hollins Plantation SBI and Philips Park SBI are in close proximity, with hydrological linkage and issues relating to air quality if traffic levels increase. A significant number of other SBI's are also discussed. All are to be protected and it is accepted that this is a feasible base on the draft environmental management plans. Hazlitt Wood is protected by the Heaton Park brick wall, therefore any additional fencing would protect this heritage feature more than the SBI. Direct effects relating to dust, debris and hydrological linkage can be avoided through the implementation of best practice. Given the existing presence of the Motorway and long-term move to electric cars, there will not be any significant effect on any of the SBI in close proximity to the site.

## Great Crested Newts

- 5.4 Great crested newts are confirmed as present within the zone of influence of the development. None of the ponds lost due to the development are confirmed breeding ponds. The developer is committed to district licensing and has already obtained a certificate from Natural England, which is an appropriate approach, and reasonable avoidance measures will also likely be applied. The conservation status of this species can be maintained.

## Badger

- 5.5 Badger setts have been identified within the zone of influence of the development. A license will likely be required from Natural England for closure of one outlier sett. No main setts would be lost. The proposed development would also not fragment the territory of the badger clans affected as the motorway is already present and the scheme will simply it. There could be risks during construction of temporary habitat fragmentation and loss of foraging habitat due to construction activity, site compounds etc that may push badger in to attempting to cross the motorway.

## Barn Owl

- 5.6 Barn Owl is known to be present in the locality, but no evidence of breeding within the zone of influence was found. No new raptor nest sites have been recorded in proximity to the development site since 2021.

## Other Protected Species

- 5.7 All other likely and some unlikely protected species are discussed, with no evidence of any such species being significantly affected. The proposed precautionary measures and enhancement measures for species such as bats are adequate. The conservation status of this species can be maintained.

## Nesting & Wintering Birds

- 5.8 Breeding and winter bird surveys have been carried out. The results indicated no more than local interest. Standard precautionary working methods will be applied. The conservation status of this species can be maintained. Mitigation should be provided for loss of bird nesting habitat.

## Priority Species

- 5.9 Species such as common toad, hedgehog, water shrew and brown hare are recorded or assumed to be present. The populations present would be displaced during construction, with precautionary working method statements in place during site clearance and construction. There are unlikely to be any long-term significant effects because of the scheme, with reuse of the site possible on completion. The conservation status of these species can be maintained.

## Invasive Species (INNs)

- 5.10 INNs are present within the site, including Himalayan balsam and Japanese knotweed. Standard control and biosecurity measures are proposed, which should be in line with best practice. The risk of spreading these species is **very low**.

## Protection of Watercourses and Ground Water

- 5.11 Comprehensive investigation of drainage and ground water appears to have occurred. Negative effects on the Castle Brook and Whittle Brook are forecast due to loss of connectivity to groundwater sources for these minor tributaries. There will also be anticipated **positive** effects due to the addition of SUDs ponds, which will filter out sediment and pollution from the motorway, with outfalls into the Castle Brook tributary. Protection during construction is proposed for watercourses and groundwater, which would be adequate.

## Peat

- 5.12 An investigation of the potential for peat to be present has occurred. This concluded that restorable peat is not present, but that isolated patches that may indicate historic mossland in this locality, has degraded beyond the point where restoration would be feasible.

## Priority Habitats, Ancient Woodland etc

- 5.13 Desk-top and verification on the ground for priority habitats and ancient woodland was carried out. The only priority habitats that will be directly lost are hedges, with indirect effects to woodland and other habitats such as lowland fen possible due to hydrological connectivity and dust. The assessment concludes that none are significant. Wetland sites such as Hollins Vale SBI, receive water from springs to the west of the SBI, would be unaffected by the development. Mitigation and enhancement for loss of hedges is proposed.
- 5.14 Ancient woodland and priority habitats, other than hedges, **would not be significantly affected** and the loss of hedge can be mitigated.

## Biodiversity Net Gain (BNG)

- 5.15 The development would result in the loss of grassland with additional loss of plantation woodland. On completion, there would be a net reduction in the area of vegetated habitat, but the proposal is to create higher ecological value than those currently present. A BNG metric has been provided that indicates a 3.68% increase on site for area-based habitats and 58.5% increase for hedge lines. The Scheme is currently exempt from mandatory BNG.

# 6 Climate

## Context

- 6.1 The effects on Climate, including the release of greenhouse gas emissions and the schemes vulnerability to the impacts of climate change were assessed within Chapter 14 of the Environmental Statement (ES) (APP-053).

## Summary of Greenhouse Gas Emissions Impacts

- 6.2 The ES splits the greenhouse gas emissions generated by the construction phase and the operation phase. It states that it is not possible to identify a suitable receptor for these emissions as they do not have a localised effect. The ES also states that in isolation the scheme is not significant enough to have an impact on the achievement of net zero targets. The scheme would increase greenhouse gas emissions (GHG), as demonstrated in appendix 14.1 of the ES. This includes the emissions associated with the construction and ongoing operation of the scheme, as well as considering the increased vehicle usage.
- 6.3 The applicant has several commitments to 'Net Zero' outlined in a 'Net Zero Highways' plan. Overall, the plan aims to achieve net zero emissions on the strategic road network (SRN) by 2050. The plan commits to national highways achieving:
- Net Zero for its own operations by 2030
  - Net Zero for maintenance and construction by 2040
  - Net Zero carbon travel on the SRN by 2050
- 6.4 Elements of this plan will come into effect as the scheme progresses and therefore could have an impact. The measures that were put forward to mitigate are:
- Embodied emissions associated with construction have been reduced through the environment team working with the infrastructure design team to avoid or reduce environmental impacts. A description of the design changes can be found within 14.9.4 of chapter 14 of the ES.
  - There has also been an appreciation of the carbon stores that are already in place on site that could be affected by the scheme. Measures have been taken to reduce the impact.
  - There is planned planting of new areas of woodland and vegetation, which will help with capturing of carbon emissions.
  - Commitment to a logistics management plan to reduce emissions from transport associated with the scheme.



- Commitment to source supplies from local areas where feasible to reduce emissions associated with transport of these materials.
- 6.5 There is also suggested enhancements that the ES suggest could include measures such as:
- Using low emission vehicles
  - Providing electric vehicle charging infrastructure
  - Using stop start technology for vehicles
  - Using renewable energy
  - Connecting to grid where possible
  - Using low resource and energy solutions for site compound and associated facilities
  - Potentially using alternative fuels.
- 6.6 The ES commits to looking at the carbon intensity of the materials to be utilised. There is a carbon management plan in the first iteration EMP Appendix 0. This represents best practice for reducing carbon emissions from infrastructure projects. The ES states that works will be checked thoroughly to prevent the need to any rework and will consider using recycled aggregate for the embankments.
- 6.7 The ES also states that a pre-demolition assessment of the highway structures has taken place so that consideration can be given to the reuse, recycling, or disposal of the materials.
- 6.8 Lastly the scheme considered carbon removal through on-site peat restoration, but this was deemed unfeasible due to the poor standard of peat in place.

## Conclusion

- 6.9 Whilst the Council recognises that the scheme suggests that it will not in isolation have an impact on the national government's net zero target, the Council has a target of being carbon neutral by 2038 and takes into consideration the cumulative effect of carbon emissions, recognising that there is a need to reduce emissions as quickly as possible to reduce the negative impacts of climate change. As this scheme will increase greenhouse gas emissions both in the construction phase and the operation stage as outlined in section 14.10 of the ES it is the Council's view that this scheme will have a **negative** impact on greenhouse gas emissions and therefore climate overall.

# 7 Geology and Soils

7.1 Geology and soils were assessed within Chapter 9 of the ES (APP-048) to determine effects of the scheme based on information available at the preliminary design stage. This chapter outlines baseline conditions and potential impacts during construction. It also identifies mitigation measures recommended for any potentially significant adverse effects. Appendix 9.3 comprises a Ground Investigation Report, which presents the findings of three phases of site investigation and assesses the potential risks to human health and the environment. Desk study information was gathered during the 2018 Preliminary Sources Study Report (PSSR) with a further review being carried out of additional areas within the current, revised scheme boundary and presented within the ES overview.

## Context

7.2 Within the ES, baseline information was presented that had been gathered through a review of the available desk study information and the findings of existing ground investigation available for the study area.

7.3 Historically, the study area has mainly comprised open land with limited past industrial uses. Three registered landfill sites are located within the vicinity of study area, as well as a number of small surface water features including Parr Brook, and Castle Brook.

7.4 Approximately 132 exploratory boreholes and 67 trial pits have been excavated across the area of the proposed scheme as part of three phases of investigation between 2021 and 2023. Soil sampling, groundwater testing and ground gas monitoring has been undertaken, which included chemical testing of over 179 soil samples, 63 soil leachability samples and 31 groundwater samples.

7.5 Made ground was found to be present across much of the area and was mainly associated with construction of the current motorway. The natural strata comprise mainly glacial till, locally overlain by alluvial and glaciofluvial deposits. Bedrock comprised Coal Measures where encountered. The Chester Formation, thought to be present towards the southwest was not encountered during the ground investigation. The ES assesses the potential risks to human health and the environment from presence of any contamination that may exist within the study area.

## Summary of impacts

## Human Health

- 7.6 The soil analysis results have been compared to generic assessment criteria for commercial and industrial land use for chronic risk. Screening for acute risk was carried out using SoBRA's Acute Generic Assessment Criteria (AGAC). No elevated concentrations of contaminants were identified and consequently, the ES concluded that potential risks to site workers and adjacent residential were Low.
- 7.7 The presence of asbestos in the form of loose Amosite and Chrysotile fibres was encountered in 4 samples of made ground located beneath the existing M66 (southbound) and M60 (eastbound and westbound) carriageways. Asbestos quantification analysis found concentrations of between <0.001% and 0.003%. The ES concluded that potential risks to site workers were considered Moderate, while to the risks to adjacent residents is considered Moderate to Low. An asbestos management plan will be put in place during construction in minimise any potential impacts. As a result, there is considered to be a **neutral** effect with regard to soil contamination impact on human health with appropriate mitigation.

## Controlled Waters – Groundwater and Surface Waters

- 7.8 Groundwater was mainly encountered within the glacial till deposits during the ground investigation. Exceedances of heavy metals, inorganic and organic contaminants within groundwater and soil leachability samples. The ES concluded that the risks to controlled waters were Moderate / Low because most of the exceedances were marginal, and the levels of the contaminants found could be representative of background concentrations. Additionally, the higher levels of exceedances seen in the soil leachability samples were not seen in the groundwater samples suggesting that soil leachability testing is overestimating the level contaminants that would be leachable. As a result, there would be a **neutral** effect with regard to impact on controlled waters.

## Ground Gas

- 7.9 Ground gas monitoring recorded elevated concentrations of methane and carbon dioxide with low flow rates within made ground and glacial deposits. However, no putrescible materials or significant potential sources of gas were noted within these deposits. The ES concluded that the risks to scheme and to adjacent properties from ground gas ingress was Low. However, potential risks site workers during the construction phase and future maintenance works was identified and would be mitigated by suitable health and safety measures. As a result, and with appropriate mitigation, there would be a **neutral** effect with regard to impact on human health from ground gas.

## Mitigation and enhancement

7.10 The Outline (First Iteration) Environmental Management Plan (EMP) includes measures to minimise any impact on human health and the environment during construction and is located in Appendix J. These measures include:

- Asbestos management plan to detail the location of asbestos soil contamination, identify relevant duty holders, confirm the HSE licensing status of future works, and recommend asbestos control measures for future intrusive works.
- Re-use of site won soils in accordance with the waste management regime and guidance set out within the CL:AIRE Definition of Waste: Development Industry Code of Practice (DoWCoP).
- Re-use of soils/waste within Landfill 2 (also known as C099 M66 Costain, Simister Landfill) under appropriate waste recovery plan and bespoke environmental permit in consultation with the Environment Agency.
- Dewatering and disposal activities to be carried out in line with appropriate permits/licences issued by the Environment Agency and United Utilities.
- Piling risk assessment, if piles are proposed to penetrate the Chester Formation Principal Aquifer.
- A watching brief / discovery strategy will be implemented during the development works to identified and deal with any previously unforeseen contamination.
- Any excess unsuitable soil material to be disposed of at an appropriate waste disposal facility.
- An asbestos management plan will be commissioned to detail the location of asbestos soil contamination, identify relevant duty holders, confirm the HSE licensing status of future works, and recommend asbestos control measures for future intrusive works.

# 8 Green Belt

- 8.1 Relatively small areas of land to the west and south of M62 Junction 18 is designated as Green Belt.
- 8.2 The proposed development does not meet any exceptions listed in Paragraph 154 or 155 of the NPPF. As such, the proposal is considered to represent inappropriate development in the Green Belt. Very special circumstances (VSC) would therefore need to be demonstrated which should outweigh the harm resulting from the proposal.
- 8.3 The applicant lists the following VSC in the Case for the Scheme (APP-146):
1. The need for the Scheme. This is to improve national infrastructure and is part of a national investment strategy for the SRN in England. This is consistent with the overall objectives for National Networks set out in the NPS NN and the Draft NPS NN.
  2. The benefits of the Scheme:
    - The Scheme provides future capacity for the forecast growth in traffic to deliver national networks which are resilient and meet the long-term needs. A key objective of the Scheme is to address the problem of congestion, which causes slow and unreliable journeys and reduces economic efficiency.
    - The Scheme would alleviate congestion that would otherwise worsen without the Scheme. As a result of the Scheme, this part of the SRN will operate within capacity up to and beyond 2044 and traffic using the Junction 18 would save up to 1.5 minutes compared to current journey times during normal traffic conditions.
    - The overall economic benefits of the Scheme provide a Present Value of Benefits of £137.5 million.
  3. The lack of alternatives with less impact on the Green Belt: Given that the purpose of the Scheme is to improve an existing section of the SRN, it is not possible to pursue an option which is outside the Green Belt, unless the surrounding motorway network is relocated entirely.
- 8.4 With the above points taken into consideration, it is considered that very special circumstances do exist which outweigh the harm to the Green Belt by way of the improvement to strategic national infrastructure, reduction in travel times and congestion, increase in capacity for forecasted growth and the resultant economic benefits.

# 9 Historic Environment

- 9.1 There are no listed buildings within the draft Development Consent Order (DCO) limits and no part of the Order limits form part of a conservation area. There are Non-designated Heritage Assets (NDHAs) within the order limits identified through the Historic Environment Record (HER) and the Councils' draft Local List of Heritage Assets. There are historic hedgerows and known and potentially unknown archaeology. Watching briefs and Written Schemes of Investigate WSIs) are advised by the Greater Manchester Archaeology Advisory Service (GMAAS) and should be a requirement of the DCO where identified. GMAAS is the archaeological advisor to Bury Metropolitan Borough Council.
- 9.2 The scheme assessment of impact on the cultural heritage of the Order limits and its conclusions, identifies that there would be no loss of heritage significance or significant harm caused to heritage assets or their settings.
- 9.3 There would be **no significant harm to or total loss of significance** to any of the identified assets, notwithstanding mitigations, that would outweigh the public benefits of the scheme.
- 9.4 Potential impact on archaeological interests relate to the treatment of below-ground archaeological concerns across the footprint of the development, inclusive of the road corridors, and land-take associated with set-down compounds, loading areas, ponds/attenuation, and areas that may be stripped to accommodate temporary or permanent bunds of upcast spoil from groundworks. Impacts on built-heritage have also been included in the various assessments, identifying that no designated heritage assets will be directly/physically impacted by the scheme. Mitigation would be assessed by Bury Council.
- 9.5 The cultural heritage desk-based assessment (DBA) (APP-045) is a detailed, well researched, useful and appropriate document providing a good overview of the scheme and assessment of various development impacts set against legislative and local policy. It makes use of appropriate datasets and analysis to establish the cultural heritage baseline for the development.
- 9.6 The methodology for taking things forward as described in Section 1.4 of the DBA is broadly agreed, with Written Schemes of Investigation (WSIs) being provided for the various identified sites/areas. Paragraph 1.4.2 refers to trial trench investigations of two sites being monitored "...by an agent to be appointed by National Highways", whilst paragraph 1.4.3 refers to a watching brief at one site being carried out "...by archaeological contractors on behalf of the Principal Contractor".

- 9.7 All archaeological work should be undertaken by suitably experienced and qualified archaeological contractor(s), funded by the applicant, and in accordance with guidance provided by the GMAAS, who would also monitor the implementation of the works on behalf of Bury Council and National Highways.
- 9.8 All works should take place in accordance with methodologies outlined in appropriate WSIs, approved by GMAAS, in advance of the onset of archaeological works. The WSIs will provide methodologies for the whole archaeological project, including the fieldwork, post-excavation analysis, reporting and report deposition, dissemination of results commensurate with their significance (i.e. summary statement, short article in a local journal, or production of a booklet to summarise all works undertaken during the development schedule for publication as part of a popular series, i.e. the Greater Manchester's Past Revealed series), and final archiving of finds, records and reports.
- 9.9 Whilst the DBA refers explicitly to sites that require investigation:
- 1.3.5 – watching brief around potential oven/kiln (HER 3921.1.0) – agreed
  - 1.3.7 – evaluation of structures south of Mode Hill Lane (HER 3919.1.0) – agreed
  - 1.3.8 – evaluation of structures off Corday Lane (HER 3915.1.0) – agreed

paragraph 1.2.8 also mentions the possible survival of historic soil horizons within in the north-west quadrant of the Order Limits (described as 50-100m NW of M60 J18 – the area that contains Pond 7 as shown in General Arrangement Sheet 2 of 5 (DCO Drawing No. TR010064/APP/2.2)). Works in this area that require stripping of the current land surface will require a scheme of archaeological work; undertaken to provide coverage across an area of unknown potential that will add context to our understanding of the area. This will require an agreed WSI and for works to take place prior to the onset of construction.

- 9.10 The earlier that programmes of archaeological works can be completed in the development programme the better, as the results of evaluative works can be used to inform any further requirement for detailed excavation (subject to the significance of the initial results). All works would be undertaken in accordance with national policy as outlined in NPPF Section 16, Paragraph 211 - To record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible.

# 10 Landscape and Visual

- 10.1 The Council agrees with the Landscape and Visual Impact Assessment Methodology (APP-082) and Landscape and Townscape Character Baseline and Sensitivity Assessment. Thereafter, the likely significant effects are set out in Appendix 7.3: Schedule of Landscape and Townscape Effects (APP-084) and Appendix 7.4: Schedule of Visual Effects (APP-085) of the Environmental Statement Appendices.
  
- 10.2 The identified embedded and essential mitigation and enhancement measures as set out at Chapter 7 of the Environmental Statement (APP-046). Whilst the embedded measures would reduce the effect from construction, the effects cannot be wholly mitigated due to the nature and extent of the scheme and **some adverse impact** would still be experienced. Therefore, essential mitigation would be incorporated to reduce effects and secured by Requirement 4 of the DCO.



# 11 Noise and Vibration

- 11.1 Noise and vibration were assessed within 6.5 First Iteration Environmental Management Plan - Appendix B (APP-129), outline noise and vibration management plan. This appendix sets out the measures that will be used by the Principal Contractor to manage noise and vibration generated by construction of the M60/M62/M66 Simister Island Interchange, which can affect residential occupants, users of non-residential noise and vibration sensitive buildings, settings of heritage sites and sensitive ecological sites and habitats.

## Context

- 11.2 The Environmental Management Plan states that the construction and operational noise and vibration assessment was undertaken at multiple sites along the proposed development.

## Summary of construction impacts

### Noise

- 11.3 The assessment considered activities, equipment, noise emissions and distance of noise receptors:
- Daytime (07:00 -19:00) there is a potential of 275 & 59 noise sensitive receptors which will be moderate and major impacted.
  - Nighttime (19:00 – 07:30) there is a potential of 675 noise sensitive receptors which will be moderate and major impacted.
- 11.4 The noise impact from construction works is considered to constitute a **negative impact**. However, this is temporary and would cease upon completion of construction. It is noted that the project is likely to take a significant number of years.

### Vibration

- 11.5 There are no identified major impacts of piling or compaction. There are 207 sensitive receptors that maybe moderately impacted, as identified in the First Iteration Environmental Management Plan - Appendix B. However, this could be tolerated, provided that there is clear communication in place by informing of the works and monitoring being in place. During the construction phase, the scheme would have a **negative** impact on those sensitive receptors. Requirement 4 would pertain.

## Construction traffic and diversion routes

- 11.6 Diversion of traffic along new routes has not identified the potential noise receptors affected. Simple quantities, identifying the number of dwellings within 25m of a diversion route would be appropriate. Therefore, increased traffic on diversion routes would have a **negative** impact on those affected. Requirement 4 would pertain.

## Temporary storage facility on Mode Hill Lane

- 11.7 The scheme proposes to locate a significant temporary storage facility accessed from Mode Hill lane. The land is presently unused. The site would be available 24 hours a day. Given the nature of the temporary intended use arising from site operations, trips accessing and egressing the site, residents in close proximity would be impacted from noise, vibration, light and dust. The use of this site would therefore have a **negative** impact.
- 11.8 Due to increased vehicle movement on the access/egress road, the increased intensity and vehicle type is likely to cause surface damage/derogation. This could result in an increase in intermittent compact noise, compounding the **significant adverse effects** identified above.

## Summary of operational impacts

### Noise

- 11.9 The assessment acknowledges several variables that may increase or decrease road traffic noise levels at given receptor points and mitigation methods are implemented. There are no environmental barriers identified.
- 11.10 Noise modelling indicates that the physical change, together with changes in road traffic flows and speeds have the potential to result in noise changes of a **minor** magnitude. However, these changes are **potentially significant** because existing levels of road traffic noise levels are above significant observed adverse effect level.

### Vibration

- 11.11 There are no anticipated vibration impacts during the operation of the scheme.

## Mitigation and enhancement

11.12 There are both embedded (or design) and essential mitigation measures which have been incorporated into the scheme, summarised in the following table:

Phase	Mitigation measure	Type of mitigation
Construction	BPM	embedded
	Appropriate selection of construction plant. Maintained and operated appropriately	embedded
	Audible reversing systems will have minimum noise impact	embedded
	Traffic management plan	embedded
	Development and implementation of community engagement plan, seeking to provide information about the proposal to a wide audience	embedded
	Use of low vibration piling methods where practicable	essential
	Use of temporary environmental noise barriers	essential
	Temporary rehousing and/or noise insulation for qualifying dwellings	essential
	During the noisiest phases of night-time works the aim will be to reduce adverse impacts to be below 10 or more nights in any	essential
	consecutive 15 nights, or below a total of more than 40 nights in any consecutive six-month period for noise levels above SOAEL at receptors, where practicable	
	Works will be planned to minimise the overall number of full carriageway closures required by aiming to carry out multiple works within planned carriageway closures	Essential
	The public will be kept informed of construction activities by newsletters, letter drops and liaison with the planning authority	essential
Operational	Design of proposal to minimise road traffic noise level	embedded
	Existing noise barriers will be replaced	embedded
	All lanes of the carriageway M60 J18 to M60 J17 will be resurfaced.	essential
	The new road surfaces with better noise reducing properties will have wider benefits to those outside the identified noise receptors	Enhancement

# 12 Population and Human Health

12.1 The chapters on Planning Policy, Geology and Soils and Noise and Vibration cover these matters.

# 13 Road Drainage and Water Environment

- 13.1 The scheme has potential impacts on several watercourses and existing water bodies, where existing outfalls for the current motorway layout already discharge. These will be impacted by additional impermeable areas of the Scheme, leading to increased discharge rates for some catchments.
- 13.2 To mitigate this, discharge rates would be restricted to agreed rates comparable to existing rates and additional attenuation would be provided, utilising ponds, manholes and over-sized pipes, with discharge rates controlled by flow control devices upstream of outfalls. The indicative design satisfies the principles of the hierarchy of drainage options for discharge prioritisation.
- 13.3 The Council are satisfied with the principles outlined in the Drainage Strategy (APP-122). The Council has been consulted during preparation of the report and has previously agreed discharge rates, general principles and constraints to be used in design.
- 13.4 As a further agreed mitigation, updated climate change additions have been requested and utilised in design. This includes sensitivity testing with climate change of 40%, which indicates some areas of flooding up to 994m<sup>3</sup>. Further checks on exceedance flow paths should be applied as part of the final detailed design to confirm the level of any potential impacts in the most extreme storm events, but this is something which will need to be checked when the detailed scheme design is complete. Requirement 8 of the DCO would pertain.
- 13.5 There will be **no adverse impacts** on the existing drainage network. The impact would therefore be **neutral**.

# 14 Traffic, Transport and Access

## Road Safety and Construction Traffic

- 14.1 Overall, it is considered the proposed development is much needed and would have a positive impact on the highway network of Bury. Whilst the development phase would have some impacts on the local road network in Bury, the Council would be fully consulted on diversion proposals and have the opportunity to consent to them. The rights of way affected would have alternatives provided, to an acceptable standard of finish.
- 14.2 The negative impacts would include increased journey times on the local road network when there are either reductions or full closures on the M66/M60 during the construction period. The Transport Assessment (APP-149) for the scheme has modelled those increases/changes, which are **not considered substantial**. Once completed, the additional capacity achieved on the motorway network are expected to reduce queuing on the local road network, which is especially seen around Junction 17 M60 during peak traffic times, thus representing a **positive** impact.
- 14.3 In addition, there are some details in the Outline Traffic Management Plan that would need to be considered further, though that is subject to liaison with and consent from the Local Highway Authority, as described in Schedule 2, Requirement 10 – Traffic Management. Requirements 4 and 10 of the DCO
- 14.4 National Highways would seek powers to have priority to work in some minor local streets adjacent to the development. They must act reasonably in such cases and given the overall benefits, and the need for such major developments to avoid delays, this is considered reasonable.
- 14.5 Any works in a local road would be subject to the undertaker acquiring a New Roads and Street Works Act (NRSWA) permit, which will allow the Local Highway Authority to co-ordinate works on the local network.
- 14.6 Requirements 4, 6 and 10 of the DCO would pertain.

## Strategic Transport

### Northern Gateway

- 14.7 Northern Gateway is identified in Places for Everyone (PfE) as one of the key growth locations that will help to deliver a central theme of the spatial strategy and deliver inclusive growth across the city region complemented by a key aim to boost the competitiveness of the northern parts of Greater Manchester.
- 14.8 Northern Gateway straddles the districts of Bury and Rochdale and is positioned at a strategically important intersection around the M60, M62 and M66 motorways. It represents a highly accessible opportunity for growth in Greater Manchester with wider benefits on a regional and national level.
- 14.9 The site is allocated for substantial employment-led development (JPA1.1). This would be supported by new communities within the site as well as at Simister/Bowlee (JPA 1.2), which have transformational potential in enabling new housing, community facilities and new transport infrastructure to come forward.
- 14.10 Northern Gateway would deliver, an affordable and reliable public transport service, with active travel provision and enhancement providing a sustainable, connected network of travel routes, linking existing residential areas with new business premises and facilities, providing access to jobs and health and wellbeing benefits.

## Traffic Transport and Access

- 14.11 Improvements to the M60/M62/M66 interchange at Simister Island 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 Island proposal is 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.
- 14.12 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 PfE.
- 14.13 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.

- 14.14 However, a particular concern is the potential loss of walking and cycling connections during the works and the 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. It is therefore essential that the works are fully coordinated with the local Highway Authorities and TfGM to ensure disruption to travellers - both using and crossing the motorway, and the local community are minimised. Requirement 10 would therefore pertain.
- 14.15 People who may be affected by any potential closures need to be made aware of any potential disruption well in advance and need to be 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, who may be affected. Works should also be co-ordinated with other works planned on alternative routes and on the local road network.



# 15 Summary

- 15.1 Bury Council welcome this development, which will significantly improve traffic flows at this key junction on the SRN, relieving congestion, and improving accessibility that would support the growth objectives for the nationally significant North East Growth Corridor and the wider Northern Areas.
- 15.2 Cumulative effects, result from incremental environmental impacts caused by other developments together with the Scheme. They can occur during both construction and operation of a development. These are considered at Chapter 15 of the ES (APP-054).
- 15.3 The ES states no additional mitigation measures beyond those already identified within the relevant ES topic chapters, or the EMP and REAC, are considered to be necessary, as implementing mitigation for each individual effect would also serve to reduce the identified single project cumulative effects.

## Summary of impacts

LIR Chapter	Construction/Operation Phase	Assessment of Impact
Planning Policy	Primarily operation	Positive
<u>Air Quality</u>		
Dust Emissions	Primarily construction	<b>Negative</b>
Construction Traffic	Primarily construction	Neutral
Human Health	Construction/Operation	Neutral/Positive
Designated Habitats	Primarily operation	Neutral
Biodiversity	Construction/Operation	Neutral
Climate	Primarily operational	<b>Negative</b>
Geology and Soils	Primarily construction	Neutral
Green Belt	Construction	<b>Negative</b>
Historic Environment	Construction	Neutral
Landscape and Visual	Primarily construction	<b>Negative</b>
<u>Noise and Vibration</u>		
Noise	Construction Operation	<b>Negative</b> <b>Negative</b>
Vibration	Construction Operation	<b>Negative</b> N/A
Road Drainage and Water Environment	Construction/Operation	Primarily neutral/Neutral
Traffic, Transport and Access	Primarily construction	<b>Negative</b>

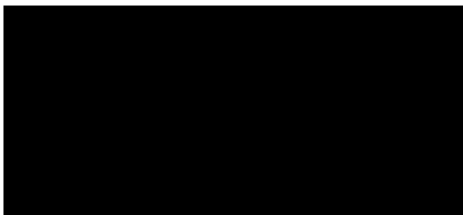
**Signed and dated:**

Eamon O'Brien: - Leader of Bury Council



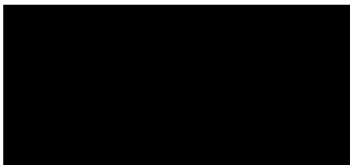
30/10/2024

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Paul Lakin: - Executive Director, Business, Growth and Infrastructure



30/10/2024

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Jacqui Dennis: - Director of Law and Democratic Services



30/10/2024  
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**Bury Council  
3 Knowsley Place  
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**Bury**  
Council