

# **TEMPORARY CONSTRUCTION COMPOUND AT M62 JUNCTION 19 PLANNING STATEMENT**

HE548642-JAC-GEN-SII\_MLT-RP-Z-0071 | P01  
16/10/25

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## Executive Summary

This Planning Statement supports the planning application submitted for the M62 J19 Temporary Compound (hereafter referred to as the J19 Temporary Compound). It describes the following:

- The Applicant and the need for this planning application linked to the M60/M62/M66 Simister Island Development Consent Order.
- A description of the Application Site and the planning and environmental considerations that are addressed in this planning statement and assessed in the other documents which support the planning application.
- The duration of the temporary operation and the development associated with it.
- How the Application Site will be accessed.
- The overall planning policy which applies including National Planning Policy and the relevant Development Plan.
- The specific planning policies and aspects of the National Planning Policy Framework (NPPF) which are relevant to this planning application and how these are assessed and addressed by the planning application including statements on overall compliance with these policies.

The Application Site is in the Green Belt, within Flood Risk Zone 1 (but is impacted by surface water flooding), is close to Noise Important Areas and is within an Air Quality Management Zone. Several residential properties are within 100m of the Application site to the west and south. These are considered to be main matters which need to be addressed in the planning application.

It is also necessary to demonstrate that there are no impacts on important Nature Conservation Sites, most notably the Rochdale Canal SAC. Other important considerations are demonstrating that the J19 Temporary Compound will operate in line with policies on sustainability and carbon and will not have a negative impact on the Local Road Network.

This planning statement and the documents which have been prepared to support the planning application demonstrate that these matters have been addressed, as summarised below:

- The J19 Temporary Compound is a type of development that is an exception to inappropriate development in the Green Belt under the National Planning Policy Framework and is therefore not contrary to development plan policies relating to the Green Belt. The Application Site would eventually be returned to its original agricultural use and therefore would not permanently impact on the openness of the Green Belt or conflict with the purpose of the Green Belt which is to prevent urban sprawl.
- The operation of the J19 Temporary Compound would not cause flooding either at the site or elsewhere and the existing surface water drainage system provides sufficient capacity to manage the anticipated flows from the site at below greenfield runoff rates. The existing surface water drainage system consists of a drainage ditch, drainage basin, bypass interceptor and orifice plate to control the flow and quality of water discharged into the wider National Highways drainage system for the M62.
- The operation would not lead to any worsening of air quality or noise. Appropriate mitigation is proposed so it would not cause adverse impacts from light pollution. These would be managed through a Construction Compound Environmental Management Plan.
- The design and layout incorporates measures to ensure the J19 Temporary Compound is constructed and operated in a sustainably responsible manner.
- There is no potential for any hydrology or air quality impacts on the Rochdale SAC and therefore these important nature conservation sites are not impacted.

- The existing bellmouth junction is already in place and appropriately designed to accommodate the traffic flows entering and leaving the site. This combined with surrounding public transport services means the Application Site is accessible by a range of transport modes
- The Construction Traffic Management Plan will limit construction traffic to a suitable route. This ensures there are no negative impacts on the Local Road Network as a consequence of the J19 Temporary Compound.

## **1. Introduction**

### **1.1 Applicant**

- 1.1.1 The Applicant is National Highways (NH). NH is a government owned company which plans, designs, builds, operates and maintains England's motorways and major A-roads, known as the strategic road network (SRN).

### **1.2 The M60/M62/M66 Simister Island Interchange Scheme**

- 1.2.1 The Applicant is in the construction phase of the M60/M62/M66 Simister Island Interchange Scheme (hereafter 'M60 Simister Scheme') which is classified as a Nationally Significant Infrastructure Project (NSIP) and falls into the Planning Act 2008. The NSIP received a Development Consent Order (DCO) from the Secretary of State for Transport on the 9 September 2025.
- 1.2.2 The M60 Simister Scheme involves adding an extra lane between J17 to J18 of the M60 to create five lanes in both directions and installation of a hard shoulder, widening of the M66 southbound through M60 J18 from two lanes to four lanes, construction of a new link road (known as the Northern Loop) linking the M60 eastbound to M60 southbound, and alterations to other slip roads around M60 J18. The Northern Loop structure will provide a free-flow link road between the M60 eastbound to the M60 southbound, allowing drivers to continue along the M60 without having to leave the motorway, navigate the roundabout and re-join the same motorway. The new two-lane free-flow road from the M60 northbound to the M60 westbound will replace the existing single-lane and the M66 southbound will be widened to four lanes through junction 18.
- 1.2.3 The made DCO, documents and reports can be viewed on the National Infrastructure Planning website<sup>1</sup>.
- 1.2.4 The made DCO includes consent for a main site compound near Mode Hill Lane, and four satellite compounds: north, north-east, south-east and south-west. The main site compound includes, but not exclusively, for the provision of a site compound office, welfare buildings and car parking.
- 1.2.5 This planning application is for an additional temporary site compound for the M60 Simister Scheme (hereafter the "J19 Temporary Compound"). The Application Site is previously developed land near the M62 Junction 19 (Heywood Interchange).

### **1.3 Location of the Application Site**

- 1.3.1 The Application Site is located to the south of the M62 and to the east of the M62 J19 Heywood Interchange between the areas of Heywood and Hopwood to the north, Slattocks to the east, Top of Hebers and Middleton to the south, and Simister to the west. It is approximately 5 kilometres (km) south-west of Rochdale town centre within Rochdale Borough Council (RBC) administrative area. The grid reference is SD 86651 08845.

1.3.2 The Application Site is 4.9 hectares. It is accessed via the section of the A6046 Middleton Road which forms part of the interchange circulatory. The Application Site is bound by agricultural farmland to the east and west. There are residential areas along the A6046 Middleton Road, with the nearest residential property approximately 70m west of the Application Site.

1.3.3 A more detailed description of the Application Site is provided in Chapter 2.

## **1.4 Summary of the Planning Application**

1.4.1 Between October 2022 and May 2023, a temporary construction compound was constructed on agricultural land and connected to the M62 J19 via a bellmouth junction. This temporary compound was required to service the National Highways M62 J20-25 Safety Enhancements Scheme.

1.4.2 The compound would have operated for three years, but due to the cancellation of the Safety Enhancement Scheme, it was never brought into full operation and closed later in 2023. Although the office cabins were moved off site in February 2024, all the other infrastructure remained in situ by agreement with the landowner. The compound infrastructure remains within the Application Site.

1.4.3 The Applicant has engaged with Rochdale Borough Council (RBC) as the Local Planning Authority to reestablish and operate the existing infrastructure within the Application Site. The proposal is to transfer some operational elements of the main site compound of the M60 Simister Scheme near Mode Hill Lane (in Bury Council) to the Application Site. This would include (a more detailed description is provided in Chapter 5):

- Office and administration centre for the M60 Simister Scheme with office areas comprising staff desks, meeting rooms, kitchen/break areas, staff toilets and changing areas.
- Welfare facilities comprising changing and drying rooms, toilets, kitchen/break areas, training and inductions spaces.
- Staff and visitor car parking and internal access roads, accommodating up to 230 workers through 216 car parking spaces.
- Site stores compound, including subcontractor material storage yards and plant yards and laydown areas.
- Materials testing laboratory facilities.
- CCTV traffic control facility for monitoring the road works.
- Vehicle free recovery unit and storage, with customer care centre. This is used when vehicles breakdown within the road works.

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<sup>1</sup> [Planning Inspectorate Web Link](#)

- Waste management (general, recyclable, inert and hazardous waste) and segregation areas (covered skips or containers collected regularly or in the case of hazardous waste stored in dedicated bunded areas in lockable waste segregation drums collected by a licensed hazardous waste contractor and documented).
- Day-to-day operation includes the use of plant for the storage of materials including movements of heavy goods vehicles and light vehicles.
- A security hut and access control point.

## **1.5 Benefits of M62 J19 Temporary Compound**

1.5.1 As stated above, the J19 Temporary Compound supplements in particular the main site compound near Mode Hill Lane, providing the following opportunities

- As the Application Site was previously used as a compound, it can be established quickly providing a base to enable effective construction mobilisation of the M60 Simister Scheme through the use of the existing access bell mouth, access road, car park, cabin foundations and utilities connections, storage area and fencing. Cabin buildings similar to those previously used at the M62 J19 construction compound are in the process of being secured for the M60 Simister Scheme and will be placed, in part, on the existing cabin footings.
- Some activities currently planned at the M60 Simister Scheme main site compound could potentially be relocated to the J19 Temporary Compound. This is likely to lead to a reduction in the construction of temporary works required at the main site compound near Mode Hill Lane, including a possible reduction in the size of office and welfare cabins and a reduction in the area for temporary car parking, enabling greater flexibility for use of space for storage and laydown area and a likely reduction in use of the main site compound near Mode Hill Lane by private staff vehicles and light goods vehicles.
- The J19 Temporary Compound provides space for those activities that do not need to take place directly within or adjacent to the construction area. This would include office-based staff carrying out administration roles. It also provides greater flexibility during construction to the contractor to store materials, service equipment and undertake any preassembly or safety checks of equipment off site.
- Employees and visitors accessing the site can access directly from the Strategic Road Network at the M62 J19 rather than use of the Local Road Network.
- Potentially lead to spending on local services and shops by employees as it will be easier to directly access the local area.

1.5.2 In the event that planning permission is not granted for the M62 Junction 19 Compound, the main site compound near Mode Hill Lane Compound would still operate as the main site compound as consented in the DCO.

## **1.6 EIA Screening**

- 1.6.1 The Applicant submitted a request for an EIA Screening Opinion from RBC to determine whether the planning application is an Environmental Impact Assessment (EIA) development as it falls within Schedule 2, Part 13a of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations'). A Screening Opinion from Rochdale Borough (dated 14 October 2025) confirmed the Scheme is not EIA development.

## **1.7 Habitats Regulation Assessment**

- 1.7.1 The Habitat Regulations apply if a scheme impacts a Nature Conservation site designated for its European importance. This may require a Habitat Regulation Assessment (HRA) and agreement with Natural England. The nearest site of relevance to this planning application is the Rochdale Canal Special Area of Conservation (SAC) approximately 1.5km from the Application Site. The South Pennines Moor SAC/SPA is 9.98km away. Rochdale Borough Council is the Competent Authority in terms of applying the Habitat Regulations to planning applications.
- 1.7.2 As set out in Chapter 7 of this Planning Statement and the Preliminary Ecological Appraisal (PEA) submitted as part of this planning application, the Applicant considers that a HRA screening assessment under the Habitat Regulations is not required for the following reasons:
- The J19 Temporary Compound would not trigger thresholds for an air quality assessment for any SAC / SPA / Ramsar site and there is recently published evidence to indicate that the qualifying species of the nearest SAC (Rochdale Canal SAC) is tolerant of a wide range of nutrient conditions. The Rochdale Canal, as a mesotrophic water body, is not sensitive to changes in air quality. Therefore, it is appropriate to conclude that there is no potential pathway to effect on any SAC / SPA / Ramsar site due to air quality changes, from establishment, operation or decommissioning of the J19 Temporary Compound.
  - The existing drainage within the Application Site would ensure water generated on site is collected and discharged via an interceptor to the existing highways drainage at J19, therefore ensuring no impacts on any designated site.
  - As part of pre-application discussions the Greater Manchester Ecology Unit has been consulted and they consider there would be no impacts on the Rochdale Canal SAC.

## **1.8 Pre-Application Engagement With the Local Community**

- 1.8.1 The Applicant has completed the following activities pre-application.
- Local residents have been informed of this planning application through a letter drop to 40 properties, dated Thursday 11 September 2025.
  - On the same date, local Ward Councillors including those which are members of the relevant Township Committees and Township Support Officers were informed of this planning application via email. This has included 12 Ward Councillors and 2 Township Support Officers.

- Details relating to the M60 Simister Scheme Development Consent Order on the National Highways Website have been updated.

1.8.2 Two responses were received requesting provision of the EIA Screening Opinion Request Screening Report from the Applicant.

1.8.3 It is planned to undertake further liaison with local residents prior to construction of the compound commencing, should planning permission be granted. This is outlined in the Compound Environmental Management Plan (CEMP) submitted with this planning application.

## 1.9 Supporting Plans and Documents

1.9.1 The following plans are provided as part of this Planning Application.

*Table 1.1: Supporting Plans*

| Title                                                                       | Plan Reference | Scale and Printing Size |
|-----------------------------------------------------------------------------|----------------|-------------------------|
| Existing Surface and Foul Water Drainage Including Other Existing Utilities | DR W 0002      | A1:1:500                |
| Site Layout Plan                                                            | DR W 0003      | A1 1:500                |
| Cross Section Views                                                         | DR W 0004      | A1: 1:2000              |
| Ground Floor Plan                                                           | ELV1           | A1:1.50                 |
| Ground Floor Plan                                                           | ELV1a          | A1: 1:50                |
| Ground Floor Plans                                                          | ELV2           | A1: 1:50                |
| Welfare Building                                                            | ELV2a          | A1:1.50                 |

1.9.2 It has been agreed with RBC that the following documents are provided as part of this application:

- Noise Impact Assessment (NIA).
- Preliminary Ecological Assessment (PEA).
- Lighting Assessment (LA).
- Flood Risk Assessment (FRA).
- Transport Statement (TS).
- Construction Environment Management Plan (CEMP).
- Construction Traffic Management Plan (CTMP).
- Drainage Strategy.
- Biodiversity Net Gain Exemption Statement.

## **1.10 Purpose of this Document**

1.10.1 This Planning Statement incorporates the Design and Access Statement and is a requirement for the validation of the planning application. It covers all the topics required for validation on energy and climate change, green belt, community involvement and measures to keep the site safe and secure. It sets out in detail the development proposed, its impacts, any proposed mitigation and its overall consistency with relevant policies of the development plan. It is structured as follows:

- Chapter 2, Application Site: Description of the Application Site.
- Chapter 3: Planning Context: Description of the planning designations and environmental considerations relevant to the Application Site.
- Chapter 4: Establishment, Operation and Decommissioning. This sets out the phases of development relevant to the Application Site.
- Chapter 5: Design and Access. Sets out the overall design and access arrangements for the J19 Temporary Compound.
- Chapter 6: Relevant Planning Policy. Sets out the national and local planning policy which is relevant to the determination of this planning application.
- Chapter 7: Assessment Against Relevant Planning Policies. This identifies which topic based planning policies are most relevant to this planning application and sets out how they have been assessed and addressed through the planning application.
- Chapter 8: Summary and Conclusions.

## 2. The Application Site

### 2.1 The Application Site

- 2.1.1 The Application Site is 4.9 hectares in size and is previously developed land. It has the following features from its previous use as a temporary site compound:
- A bell mouth access from the M62 J19 circulatory linked to internal access roads. This is a left in right out arrangement around the one way movement.
  - A marked out car park that can accommodate over 200 cars.
  - Internal access roads.
  - 39,124m<sup>2</sup> (3.9 hectare) of hardstanding.
  - Existing fencing and gates along the boundaries, which is a mix of palisade, paladin and timber post and rail.
  - Soil storage areas (which have vegetated to become grassland), including a 105m long bund along the east and soil storage in the north east. Total approximate volume of 3860m<sup>3</sup>.
  - Utility infrastructure connections (power and water).
  - Surface drainage infrastructure including an open drainage ditch at the southern boundary, manholes, pipes and a detention basin with interceptor at the west of the site. Total approximate capacity 3445m<sup>3</sup>.
  - A Klargester Bio Disc Package Treatment Plant
- 2.1.2 The highest point of the Application Site is 138m above ordnance datum (aOD) and the lowest point 132m aOD. Agricultural Land surrounds the Application Site to the east, south and north with a further strip of undeveloped land between the Application Site and the J19 Heywood Interchange. Tree cover is present at the boundaries but outside the Application Site.
- 2.1.3 Within 300m west and south of the Application Site there are circa 40 residential properties (predominantly semi-detached) along A6046 Middleton Road (Hollin Lane) and Oaken Bank Road, the nearest of which is within approximately 70m from the Application Site. These properties are on the opposite side of Middleton Road to the Application Site. The southern edge of Heywood is approximately 160m north of the Application Site, which comprises a residential housing estate. This estate is physically separated from the Application Site by the M62.
- 2.1.4 There is a shared use path which follows the west side of the J19 gyratory connecting pedestrians and cyclists between Heywood to the north and Middleton to the south. The Rochdale Way long distance path follows this route.
- 2.1.5 Manchester Golf Course is located approximately 130m east of the Application Site.

### **3. Planning and Environmental Considerations**

- 3.1.1 This section sets out in detail the land uses and environmental features that are relevant to the Application Site and therefore the determination of this planning application.
- 3.1.2 An overall plan showing the planning and environmental context of the Application Site is provided in Appendix 1 and described below.

#### **3.2 Green Belt**

- 3.2.1 As shown on the plan in Appendix 1 and the more detailed extracts from the development plan in Section 7, the entire Application Site is designated as Green Belt.

#### **3.3 Air Quality**

- 3.3.1 The Greater Manchester Air Quality Management Area (AQMA) encompasses the M62 around J19 and the A6046 to the north of J19. The AQMA was declared for NO<sub>2</sub> annual average air quality objective exceedances in 2016.

#### **3.4 Noise Important Areas**

- 3.4.1 Defra has identified Noise Important Areas (NIAs) as part of the production of strategic noise maps and action plans, which are legal requirements set out in the Environmental Noise (England) (Amendment) Regulations 2018. The NIAs are locations where the highest 1% of noise levels at residential locations can be found. There are two NIAs close to the Application Site, NIA 6961 and NIA 1411. NIA 6961 is located where the M62 J19 west-bound on-slip road leaves the roundabout junction, and part of A6046 Middleton Road. NIA 1411 is located alongside the M62 J19 east-bound on-slip road and includes residential receptors at Kenley Drive and Worthington Avenue.

#### **3.5 Flood Risk, Surface Water and Hydrology**

- 3.5.1 The Application Site is located entirely in Flood Zone 1 and therefore not at risk of flooding from rivers. However, the Application Site is shown to be at risk of surface water flooding from overland runoff in isolated areas, however the previous works to establish the existing hard surfacing has levelled the site to drain to the drainage ditch on the southern boundary.
- 3.5.2 The Application Site is not located in a Source Protection Zone or Drinking Water Protected Area or Safeguard Zone.
- 3.5.3 The following watercourses are located in close proximity to the Application Site:
- The Trub Brook is located approximately 800 metres (m) east of the Application Site, flowing north to south. The watercourse is a Main River meaning that it is regulated by the Environment Agency. At Oaken Bank Road the Trub Brook has a catchment of approximately 3.7 square km (km<sup>2</sup>).
  - The headwaters of the Whittle Brook are located approximately 500m west of the Application Site. The Whittle Brook is classed as an ordinary watercourse. However,

downstream of Birch it is designated as a Main River. As the Whittle Brook passes the M60 it has a catchment area of approximately 1.7km<sup>2</sup>.

- Roeacre Brook lies approximately 500m northwest of the Application Site. The Roeacre Brook is classed as an ordinary watercourse until it passes under the A58 in Heywood. At the point at which the Roeacre becomes a Main River it has a catchment area of 2.1km<sup>2</sup> (UK Centre For Ecology & Hydrology, 2025).

### **3.6 Nature Conservation**

#### **European/National Nature Conservation Designations**

- 3.6.1 Rochdale Canal Site of Special Scientific Interest (SSSI) and Special Area of Conservation (SAC) is located 1.5km to the east of the Application Site. Rochdale Canal SAC (and SSSI) is designated for its population of floating water plantain *Luronium natans* and is of International importance. There are no other SAC/SPA Ramsar Sites within 5km of the Application Site as the South Pennines Moor SPA/SAC is 9.98km from the Application Site.

#### **Local Nature Conservation Designations**

- 3.6.2 Hopwood Woodlands Local Nature Reserve (LNR) is located 70m south of the Application Site. Glade & Oaken Bank Woods Site of Biological Interest (SBI) partially overlaps the boundary of the LNR and is located 220m from the Application Site at its closest point. Part of Hopwood LNR and Glade & Oaken Bank Woods SBI is ancient woodland.
- 3.6.3 Hopwood Clough SBI is located 915m to the south-east of the Application Site. It also overlaps the boundary of Hopwood Woodlands LNR.
- 3.6.4 The SBI and LNR are assessed as being of local importance. There are no other LNR or SBI within 1km of the Application Site.
- 3.6.5 There are no priority habitats within the Application Site. The closest priority habitats are 70m to the south-west (deciduous woodland within Hopwood Woodlands LNR) and 150m to the east (deciduous woodland within Manchester Golf Club). Priority habitats are assessed as being of local importance.

### **3.7 Landscape**

- 3.7.1 There are no nationally designated National Parks or National Landscapes in close proximity to the Application Site.

### 3.8 Recreation

- 3.8.1 Two Recreational Management Areas - Policy RE/7e Hopwood Woods LNR (Rochdale Borough Unitary Development Plan (UDP), 2006) are located south of the Application Site, the nearest approximately 60m south. These areas provide 'high quality countryside and natural greenspace close to the main urban areas'.

### 3.9 Cultural Heritage

- 3.9.1 There are no designated historic environment (archaeology, built heritage or historic landscapes) assets within the footprint of the Application Site.
- 3.9.2 One Listed Building (Edgecroft, NHLE 1187164) lies 715m north-west of the Application Site at its closest point. This faces away from the Application Site and is set within a modern suburb of south Heywood. There is no inter-visibility with the Application Site. The latter's presence does not result in any changes to the asset's setting.

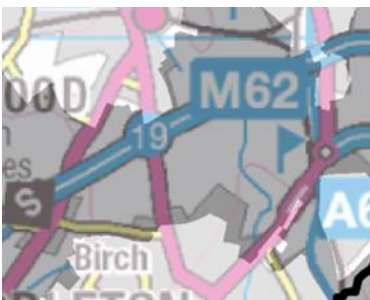
### 3.10 Minerals

- 3.10.1 The Joint Minerals Plan identifies the Application Site under Map 6 Mineral Safeguarding Area for Brick Clay<sup>2</sup> and Map 7 Coal<sup>3</sup>.

*Figure 3.1: Area of Mineral Safeguarding for Brick Clay*



*Figure 3.2: Area of Mineral Safeguarding for Coal.*



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<sup>2</sup> [Joint Minerals Plan Map 6](#)

<sup>3</sup> [Joint Minerals Plan Map 7](#)

### 3.11 Access by Walking, Cycling and Public Transport

#### Pedestrian and Cycling Accessibility

- 3.11.1 The area surrounding J19 Temporary Compound has benefitted from significant enhancements to its pedestrian infrastructure, aimed at improving safety, accessibility, and encouraging active travel.
- 3.11.2 Notable improvements include the installation of signal-controlled pedestrian crossings at key junctions, particularly in proximity to the roundabout. Footways along Middleton Road (A6046) and Hill Street have been widened to increase pedestrian comfort and capacity. Bus stops throughout the area have also been upgraded to improve accessibility for both pedestrians and wheelchair users.
- 3.11.3 Enhancements to lighting and signage have further improved the safety and legibility of walking routes, especially within residential and employment areas. In addition, Queen Elizabeth II Way and its adjoining link roads now feature dedicated walking and cycling paths to South Heywood and Pilsworth Road. However, there is no pavement over the 55m section between the site access and the pedestrian crossing at the A6046 Middleton Road.

#### Bus Transportation

- 3.11.4 The nearest bus stops to the Application Site are located along Manchester Road and Middleton Road (A6046), both within close proximity to J19 Temporary Compound. Bus stops on Middleton Road to the south of the site are located within approximately 500m, while those to the north are within 600m. The nearest stops on Manchester Road are situated approximately within 1km from the site.
- 3.11.5 Table 3.1 sets out the Bee Network services that serve the Application Site.

*Table 3-1 Bus Services serving the Application Site*

| Service Number | Route                                                                                     | Frequency (each direction) |                         |                         |
|----------------|-------------------------------------------------------------------------------------------|----------------------------|-------------------------|-------------------------|
|                |                                                                                           | Monday-Friday              | Saturday                | Sunday                  |
| <b>163</b>     | Runs between Bury and Manchester, passing through Heywood and Middleton                   | Every 15 minutes           | Every 15 minutes        | Every 30 minutes        |
| <b>471</b>     | Runs between Rochdale Interchange and Bolton Interchange                                  | Every 10 minutes           | Every 30 minutes        | Every 60 minutes        |
| <b>125</b>     | Connects Heywood to Middleton and Rochdale                                                | Every 60 to 90 minutes     | Every 60 to 90 minutes  | Every 60 to 90 minutes  |
| <b>475</b>     | Links Rochdale to Bury, passing near Heywood and providing access to Castleton and Sudden | Every 60 to 100 minutes    | Every 60 to 100 minutes | Every 60 to 100 minutes |

- 3.11.6 The local bus network provides links between the Application Site and the wider Bee Network, particularly the Metrolink tram system.
- 3.11.7 Public transport access to the Application Site involves travel via the Pink Line of the Metrolink, which operates between East Didsbury and Rochdale Town Centre, serving key destinations including Manchester City Centre and Oldham. Upon arrival at Rochdale tram stop, onward travel to J19 Temporary Compound (located approximately two miles to the southwest) is facilitated by several local bus services, including the 163, 125, and 475 services
- 3.11.8 The nearest railway is Heywood Station, which is accessible via a seven-minute cycle ride along Middleton Road and Manchester Road, or a 14-minute journey on the 163 bus service.
- 3.11.9 Heywood Station is not part of the National Rail network, and as such, the closest mainline station is Castleton Station, located approximately 4.5 miles away. Travel from Castleton Station to the Application Site would more than likely require a taxi due to the distance and complex interchanges required to undertake this journey on public transport.

## 4. Establishment, Operation and Decommissioning

### 4.1 Proposed Duration of Works

- 4.1.1 Establishing the new compound would begin in March 2026 with demobilisation and removal of site cabins and other ancillary equipment and infrastructure anticipated in October 2029. The restoration back to agricultural uses would occur following demobilisation with an overall timeframe to be agreed through a planning condition.

Figure 4.1: Overall Programme for the J19 Temporary Compound.

| Activity                                   | 2026 |   |   |   |   |   |   |   |   |   |   |   | 2027 |   |   |   |   |   |   |   |   |   |   |   | 2028 |   |   |   |   |   |   |   |   |   |   |   | 2029 |   |   |   |   |   |   |   |   |   |   |   |
|--------------------------------------------|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|
|                                            | J    | F | M | A | M | J | J | A | S | O | N | D | J    | F | M | A | M | J | J | A | S | O | N | D | J    | F | M | A | M | J | J | A | S | O | N | D | J    | F | M | A | M | J | J | A | S | O | N | D |
| Mobilisation of the Site Compound          |      |   |   |   |   |   |   |   |   |   |   |   |      |   |   |   |   |   |   |   |   |   |   |   |      |   |   |   |   |   |   |   |   |   |   |   |      |   |   |   |   |   |   |   |   |   |   |   |
| Simister Scheme Main Construction Works    |      |   |   |   |   |   |   |   |   |   |   |   |      |   |   |   |   |   |   |   |   |   |   |   |      |   |   |   |   |   |   |   |   |   |   |   |      |   |   |   |   |   |   |   |   |   |   |   |
| Simister Scheme Demobilisation of Compound |      |   |   |   |   |   |   |   |   |   |   |   |      |   |   |   |   |   |   |   |   |   |   |   |      |   |   |   |   |   |   |   |   |   |   |   |      |   |   |   |   |   |   |   |   |   |   |   |

### 4.2 Compound Set Up Phase

- 4.2.1 It is anticipated that the duration of the compound establishment works would take up to four months, currently anticipated from March 2026 with the compound being fully operational by June 2026. The key activities are likely to include:
- Preparation for site cabin units, including the making ready of any surfaces where the accommodation units are to be placed. It is anticipated that there will be minimal surface preparation required.
  - Offloading and installation of site cabin units onto the prepared surface utilising appropriate lifting plant and equipment.
  - Fitting out and setting up of the site cabin units in preparation for the operational phase. This will include the connections to existing utilities and any remaining preparation work to the interior and exterior of the site cabin units.
  - Refurbishment of the existing sewage package treatment plant which will be brought into use subject to necessary environmental permitting. The plant will be used as cess pit in the interim period.
  - Maintenance of the existing drainage ditches where required, including the removal of any debris and silt build up with an excavator.
  - Excavation of street lighting column and closed-circuit television (CCTV) foundations, utilising an excavator.
  - Installation of street lighting and CCTV columns within the excavated foundations utilising appropriate lifting equipment and backfill material.
  - Installation of flood lighting columns on concrete bases utilising appropriate lifting equipment and connections to the concrete foundation.

- Installation of lights and CCTV units on columns, utilising elevated platforms for access.
- Installation of cabling through duct routes, to provide power supply to the street lighting, flood lighting and CCTV.

### **4.3 Operational Phase/Hours of Operation**

- 4.3.1 The primary function of the Application Site during operation will be to provide office buildings and welfare facilities for site staff and construction workforce during the construction phase of the M60 Simister Scheme. This is described further in Chapter 5.
- 4.3.2 During the peak of operation, up to 230 employees and visitors could be on at site at any one time.
- 4.3.3 The J19 Temporary Compound would operate normal daytime hours between 07:00 and 19:00 between Monday and Friday, and between 07:00 and 13:00 on Saturday. In addition, there may be an hour before or after these times for site set up and close down (this would include activities such as deliveries, movement to place of work and general preparation works, but would not involve operation of plant or machinery). During the summer months, the working hours could extend to 07:00 to 21:00 to make use of the longer daylight hours.
- 4.3.4 Work undertaken outside standard working hours, as well as on bank holidays, is considered off-peak working. There will be occasions where night-time, weekend, or public holiday working would be required. When required, evening and night working hours would be 19:00 to 07:00 Monday to Saturday. Saturday off-peak working hours would be 13:00 to 19:00. Sunday and public holiday off-peak working hours would be 07:00 to 21:00 for daytime and 21:00 to 07:00 for nighttime.
- 4.3.5 The compound also includes a recovery area for any broken down vehicles which would need to be recovered quickly from live lines of the motorway to the J19 Temporary Compound. Monitoring of CCTV of the traffic management on the motorway would also take place from within the offices. As such, 24/7 access to the compound will be required even when the M60 Simister Scheme construction works are not been undertaken.

### **4.4 Decommissioning/Reinstatement**

- 4.4.1 Decommissioning is anticipated to commence from July 2029. Scaling down and demobilisation will be completed by October 2029. Demobilisation will involve removal of all operation associated plant, equipment, vehicles, cabins, and materials.
- 4.4.2 Details of the reinstatement would be provided to a timescale to be agreed following the expiration of the 5 year temporary period. It is expected that any planning permission granted would be subject to a condition to tie the provision of these details to the end of the proposed use of the site.

- 4.4.3 Restoration of the land will require reinstatement to suit adjacent landform and of soils, as well as some boundary landscaping. The bunds located along the northern and eastern boundaries are where surplus soil was stored at the time of the original construction. The bunds will not be disturbed during the establishment and operation but the material would be utilised for the restoration back to agricultural land. During decommissioning and reinstatement of the agricultural land, the Application Site will be reinstated to suit the adjacent landform. This process would include reinstating the topsoil that was stripped during its initial construction.

## 5. Design and Access

### 5.1 Design

5.1.1 This section describes the design, layout and access to the J19 Temporary Compound.

5.1.2 The drawings submitted with this planning application show:

- Access for all vehicles is gained via the existing bellmouth junction
- A security hut at the site entrance
- The car park is located in an L shape with spaces for 216 vehicles, 6 of which are parking for people with disabilities. This is a mix of large and standard spaces. The feasibility of where and how many electric charging points will be provided is currently being investigated but this will be a reasonable proportion of the overall total. The total car park area is 7367m<sup>2</sup>
- Internal circulation roads.
- Fencing types and gates, which is a mix of palisade, paladin and timber post and rail.
- Lighting column locations.
- Temporary office space of 1086m<sup>2</sup> and welfare space of 257m<sup>2</sup>
- A materials laboratory of 100m<sup>2</sup> and a stores facility of 186m<sup>2</sup>
- Segregated waste storage containers for different types of waste
- Fuel storage locations
- 7007m<sup>2</sup> laydown area on part of the existing hardstanding at the south of the site
- Drainage ditch along the southern boundary with a capacity of 1026m<sup>3</sup>
- Drainage Basin at the west of the site with a capacity of 2419m<sup>3</sup>c
- Surface Water Drainage System to outfall into National Highways Surface Water Drainage System (maximum rate at outfall 331/l/s)
- Bypass separator
- Retention of temporary top soil bunds in situ for future restoration activity

- 5.1.3 There were minor changes in topography to construct the temporary compound, however, there is no alteration to the topography required as part of this planning application.
- 5.1.4 The image below is taken from the previous operation of the Application Site to illustrate the overall layout and operation.

*Photo 5.1: Drone aerial image of the previous compound use at the Application Site. (August 2023)*



## 5.2 Temporary Portable Buildings

- 5.2.1 The compound establishment works will primarily consist of individual temporary cabin units placed in single storey rows to accommodate office and welfare facilities. The intention is to arrange the cabin units in the same configuration as the previous cabin layout. However, this will be confirmed once suppliers are identified.
- 5.2.2 Each individual cabin unit is 2850 milometers (mm) from ground level to the top of the roof line, 1292mm in length and 3048 mm wide. Placed together, the final floorspace is expected to be 1086m<sup>2</sup>.

## 5.3 Fencing

- 5.3.1 The Application Site already has security fencing along the site perimeter. This is a mix of palisade fencing (shown on the photo below), metal jagged edge security fencing and timber post fencing.

Photo 5.2: Photo of existing security fencing (August 2023).



## 5.4 Lighting

5.4.1 Lighting details are set out in table 4.1 below:

Table 5.1: Description of the Lighting Design

| Location                       | Type of Lighting and Location                                                                                                                                                                                                                                                                                                                                                                       | Purpose                                                                                                                                                                                                                                                                                                                                                                                                                                           | Detailed Specification                                                                                                                                                                                                                                                                                                                                                                                                                             |
|--------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Street Light Circuit 1 (Red)   | <p>-4 double-headed columns. 12m column height (1.7m rooted foundation, 10.3m lantern height above ground level).</p> <p>-Columns: Double-headed luminaires mounted on columns positioned along the internal access road and compound perimeter. These are split into two independent circuits for resilience and operational flexibility. Located along the northern perimeter of the carpark.</p> | <p>-Provide safe and consistent illumination for vehicles and pedestrians using the carpark and main site compound and ensuring visibility.</p> <p>-Maintain clear illumination along access and evacuation routes leading to muster points, preventing bottlenecks and supporting emergency services entry.</p> <p>-Illumination levels suitable for vehicular traffic and pedestrian safety in accordance with BS EN 13201 (Road Lighting).</p> | <p>-Philips LumiStreet gen2</p> <p>-Product Example: BGP293 LED120-4S/740 I DX10 7024 D9 48/6</p> <p>-Mounting: Side-entry mounting onto 48–60 mm diameter spigot—suitable for a 12m column overhead bracket.</p> <p>-Power: 67 W LED driver.</p> <p>-Light Output: 10,440 lm (luminous flux).</p> <p>-Efficacy: Approx. 156 lm/W. 3000 K (Neutral White), SDCM &lt; 5, CRI 70.</p> <p>Connectivity: DALI interface enabled (digital control).</p> |
| Street Light Circuit 2 (Green) | <p>-3 double-headed columns and one cabin mounted lantern on the security hut. 12m column height (1.7m rooted foundation, 10.3m lantern height above ground level).</p>                                                                                                                                                                                                                             | <p>-Provide safe and consistent illumination for vehicles and pedestrians using the carpark and main site compound.</p> <p>-Ensure safe lighting provision at the access road intersection with the carpark and access route around the</p>                                                                                                                                                                                                       | <p>-Philips LumiStreet gen2</p> <p>Product Example: BGP293 LED120-4S/740 I DX10 7024 D9 48/6</p> <p>-Mounting: Side-entry mounting onto 48–60 mm diameter spigot—suitable for</p>                                                                                                                                                                                                                                                                  |

| Location                       | Type of Lighting and Location                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Purpose                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Detailed Specification                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|--------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                | <ul style="list-style-type: none"> <li>-Street Lighting - Columns: Double-headed luminaires mounted on columns positioned along the internal access road and compound perimeter. These are split into two independent circuits for resilience and operational flexibility.</li> <li>-Distributed around the access road intersection with the compound, and along the western perimeter of the carpark.</li> </ul>                                                                                                               | <ul style="list-style-type: none"> <li>site, minimising risk of collisions for incoming and outgoing vehicles and pedestrians.</li> <li>-Maintain clear illumination along access and evacuation routes leading to muster points, preventing bottlenecks and supporting emergency services entry.</li> <li>-Lighting levels to prevent dark spots, maintain security, and allow CCTV surveillance of the site access/egress and security hut checkpoint to operate effectively.</li> </ul> | <ul style="list-style-type: none"> <li>a 12m column overhead bracket.</li> <li>-Power: 67 W LED driver.</li> <li>Light Output: 10,440 lm (luminous flux).</li> <li>-Efficacy: Approx. 156 lm/W.</li> <li>3000 K (Neutral White), SDCM &lt; 5, CRI 70.</li> <li>-Connectivity: DALI interface enabled (digital control).</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Concrete Base Circuit 1 (Blue) | <ul style="list-style-type: none"> <li>-3 base-mounted floodlights. 15m column height (2.5m rooted foundation, 12.5m lantern height above ground level).</li> <li>-Floodlights (Concrete Base Mounted): Floodlights installed on concrete bases in strategic positions around the compound storage and operational areas, providing wide-beam illumination for vehicle movements and material handling.</li> <li>-Distributed around the connecting road around the site storage area along the north east perimeter.</li> </ul> | <ul style="list-style-type: none"> <li>-Lighting levels to prevent dark spots and maintain security</li> <li>-Allow CCTV surveillance of the site compound area to operate effectively.</li> <li>-Broad-beam, downward-oriented lighting to avoid glare and overspill, complying with ILP Guidance Note for the Reduction of Obtrusive Light (GN01).</li> </ul>                                                                                                                            | <ul style="list-style-type: none"> <li>-Philips ClearFlood BVP650 LED DX50</li> <li>-Light Engine: LED module delivering 32,000 lm</li> <li>-Housing: Die cast aluminium, suitable for ordinary combustible surfaces</li> <li>-Glass Cover: Tempered flat glass, clear finish</li> <li>-Correlated Colour Temperature (CCT): 4000 K (neutral white)</li> <li>-Colour Rendering Index (CRI): 70</li> <li>-Optic Type: Extra wide (DX50) — typically 88° × 187° beam angle</li> <li>-Upward Light Output Ratio: 0% (full forward distribution)</li> <li>-Input Voltage: 220–240 VAC, 50/60 Hz</li> <li>-Power Consumption: 192 W (±10%)</li> <li>-Luminous Efficacy: Approx. 138 lm/W</li> <li>-Initial Luminous Flux: ~27,000 lm (noting 32,000 lm module, final output ~27,000 lm)</li> </ul> |
| Concrete Base Circuit 2 (Pink) | -7 base-mounted floodlights                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | -Lighting levels to prevent dark spots and maintain security                                                                                                                                                                                                                                                                                                                                                                                                                               | Philips ClearFlood BVP650 LED DX50                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

| Location | Type of Lighting and Location                                                                                                                                                                                                                  | Purpose                                                                                                                                                                                                                                                                                                                                                                  | Detailed Specification                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|          | <p>-Floodlights (Concrete Base Mounted): - Floodlights installed on concrete bases in strategic positions around the compound storage and operational areas, providing wide-beam illumination for vehicle movements and material handling.</p> | <p>-Allow CCTV surveillance of the site compound area to operate effectively.</p> <p>-Broad-beam, downward-oriented lighting to avoid glare and overspill, complying with ILP Guidance Note for the Reduction of Obtrusive Light (GN01).</p> <p>-Located around external laydown and storage zones. Positioned to light high-activity areas near welfare and offices</p> | <p>Light Engine: LED module delivering 32,000 lm</p> <p>Housing: Die cast aluminium, suitable for ordinary combustible surfaces</p> <p>Glass Cover: Tempered flat glass, clear finish</p> <p>Correlated Colour Temperature (CCT): 3000 K (neutral white)</p> <p>Colour Rendering Index (CRI): 70</p> <p>Optic Type: Extra wide (DX50) — typically 88° × 187° beam angle</p> <p>Upward Light Output Ratio: 0% (full forward distribution)</p> <p>Input Voltage: 220–240 VAC, 50/60 Hz</p> <p>Power Consumption: 192 W (±10%)</p> <p>Luminous Efficacy: Approx. 138 lm/W</p> <p>Initial Luminous Flux: ~27,000 lm (noting 32,000 lm module, final output ~27,000 lm)</p> <p>Lumen Maintenance at 100,000 h: L96 (i.e., maintains 96% of output)</p> |

## **5.5 CCTV**

5.5.1 CCTV would be mounted on lighting columns or on the portable cabins.

## **5.6 Utility Connections**

5.6.1 The site is already connected to the power and water networks and no new connections are required. Recommission and upgrade to service the proposed site – telecoms connection is new

## **5.7 Surface Water/Attenuation**

5.7.1 The Application site runoff drains into an existing ditch system which flows into the existing junction slip road drainage system. If the drainage system backs up, the flows are redirected into an existing drainage basin on the Application Site. In cases where the drainage basin is utilised it would also act to provide water quality treatment through deposition of sediments.

5.7.2 The surface water for the site drains under gravity through existing drainage infrastructure and ultimately to the existing outfall chamber which connects into the National Highways drainage network.

5.7.3 Surface water runoff is divided into three main catchment areas as follows::

- Catchment 1 (34,522 m<sup>2</sup>). This is the main area of the site comprising hardstanding areas for carpark, offices, welfare, material storage, access roads etc which drain south under gravity to the existing ditch system which runs along the southern perimeter of the site.
- Catchment 2 (3,405 m<sup>2</sup>). This is the detention basin area and surrounding soft landscaped land. Surface runoff for this catchment drains into the detention basin and then flows into the pipework towards the outfall.
- Catchment 3 (507 m<sup>2</sup>). This is the area of hardstanding highway at the access to the site which drains into the existing drainage network between existing chambers CP01 and CP02.

5.7.4 The total catchment area is 34,434m<sup>2</sup>, areas beyond these catchments have been verified not to contribute to the proposed network. All surface water runoff will pass through the interceptor prior to discharge to ensure adequate treatment and separation of hydrocarbons.

## **5.8 Foul Sewage**

- 5.8.1 The foul water drainage strategy will provide safe and sustainable treatment of foul effluent generated for up to 230 employees at peak operation.
- 5.8.2 A Klargester BioDisc package treatment plant already exists at the Application Site to ensure that all foul effluent is appropriately treated prior to discharge to the National Highways network, protecting local water quality and complying with environmental requirements.
- 5.8.3 The installed Klargester is not yet fully operational, with works still required to undertake the final ducting and electrical connections. There is also currently no permit from the Environment Agency in place to operate the Klargester as a package treatment plan. Therefore, it would be used as a cess pit tank until it is connected and the permitted. It will be emptied weekly with the effluent being removed from site in a tanker.
- 5.8.4 Whilst the Klargester is used as a cess pit, this will not cause any odour issues. This system is commonly used at other similar compound sites where it is not possible to directly connect to a foul system.
- 5.8.5 Regular inspection, desludging, and maintenance of both the Kingspan BioDisc and Kingspan Class 1 Bypass Separator interceptor will be undertaken. This is essential to maintain performance and protect the receiving water environment.

## **5.9 Import of Materials/Soils**

- 5.9.1 A relatively small quantity of materials will need to be imported to the Application Site primarily for lighting and basic infrastructure. Key imported components and materials, with approximate quantities, include
- Groundworks: geotextiles (1,725m<sup>2</sup>) and soil (450 cubic metres (m<sup>3</sup>))
  - Lighting: 18 columns, 2,370m of cable and 48 Light-emitting diodes
  - Facilities: 36 cabin units and 1 Klargester septic tank
  - Security: 10 CCTV units and 1,185m of CCTV cable.
- 5.9.2 As the Application Site was originally excavated to create the compound, restoring it to its previous agricultural use will require reinstatement to suit adjacent landform. This would involve reinstating the topsoil that was stripped during initial construction.

## **5.10 Waste Management/Storage**

- 5.10.1 All waste will be stored in designated storage areas. The site will operate in line with the Non-Waste Framework Directive 3.
- 5.10.2 Waste storage areas will be appropriately secured to ensure to prevent pollution and will include segregation of waste at the point of generation using designated storage areas/containers to ensure cross-contamination is avoided.

## **5.11 Fuel Storage and Hazardous Substances**

- 5.11.1 The storage of hazardous liquids (including fuel stores) will be within bunded areas to 110% of the total capacity of the storage containers, in accordance with the Oil Storage Regulations and EA Guidance (PPG2 and 26).
- 5.11.2 All tanks containing fuel will be in a designated area on hardstanding, where possible and away from surface drains and any watercourses. A drip tray or plant nappy will be used to 'catch' any drips.
- 5.11.3 Mobile Bowsers will be double skinned. All bowsers will be fitted with automatic shut-off refuelling pumps and any site glasses securely attached. Where movements occur of mobile fuel bowsers, the refuelling valves and flaps will be shut down to prevent lapping liquids escaping.
- 5.11.4 All drums, or containers of liquid i.e. hydraulic oil, will be stored within a drip try that can hold 25% of the contents. If the total capacity of the drums stored is greater than 200 litres, then the containers must be within a bund of 110% of the total capacity. All drums must be clearly labelled to identify contents. A clearly signed spill control kit will be in the vicinity of fuel stores in the event of any spillages.

## **5.12 Internal Access Road/Car Park**

- 5.12.1 The existing laid out car park and internal access roads including directional circulation to segregate moving traffic would be retained. A total of 216 car parking spaces would be provided and other ancillary vehicles also stored at the compound, for example mini vans to transport employees to the construction areas.

## **5.13 Access to and from M62 Junction 19 to the M60 Simister Scheme**

- 5.13.1 The Application Site is accessed directly from the circulatory arrangement for J19 created for the previous uses, as shown on the image below.

*Photo 5.3: Existing bellmouth junction with left in and right out. (August 2023)*



5.13.2 The routes required between the J19 temporary compound to access the construction work areas are assessed in the Transport Statement. The construction routes on the Local Road Network within Rochdale Borough Council are restricted to Queen Elizabeth II Way, Pilsworth Road and Moss Hall Road which form part of the following overall construction traffic routes:

- Route 1 circular from J19 Temporary Compound via M62 J19, M62 westbound, M60 J18, M60 southbound, M60 J19, M60 northbound, M60 J18, M60 westbound, M60 J17, M60/M62 eastbound, M62 J19, before returning to the J19 Temporary Compound;
- Route 2 circular from J19 Temporary Compound via M62 J19, M62 westbound, M60 J18, M60 southbound, M60 J19, M60/M66 northbound, M66 J3, Pilsworth Road, Moss Hall Road, Pilsworth Road, Hareshill Road, Queen Elizabeth II Way, M62 Junction 19, before returning to the J19 Temporary Compound;
- Route 3 circular from J19 Temporary Compound via M62 J19, M62/M60 westbound, M60 J17, M60 eastbound, M60 J18, M60 northbound, M66 J3, Pilsworth Road, Moss Hall Road, Pilsworth Road, Hareshill Road, Queen Elizabeth II Way, M62 Junction 19, before returning to the J19 Temporary Compound;
- Route 4 circular from J19 Temporary Compound via M62 J19, M62/M60 westbound, M60 J17, M60/M62 eastbound, M62 Junction 19, before returning to the J19 Temporary Compound;
- Route 5 circular from J19 Temporary Compound via M62 J19, Queen Elizabeth II Way, Hareshill Road, Pilsworth Road, Moss Hall Road, Pilsworth Road, M66 J3, M66 southbound, M60 J18, M62 eastbound, M62 Junction 19, before returning to the J19 Temporary Compound; and
- Route 6 circular from J19 Temporary Compound via M62 J19, Queen Elizabeth II Way, Hareshill Road, Pilsworth Road, Moss Hall Road, Pilsworth Road, M66 J3, M66/M60 southbound, M60 J19, M60 northbound, M60 J18, M62 eastbound, M62 Junction 19, before returning to the J19 Temporary Compound.

## **5.14 Electric Vehicle Charging Points**

- 5.14.1 Charging for electric vehicles will be provided as this will be necessary for contractor vehicles and for employees using the site. The number of charging points is subject to the outcome of further feasibility work but will be a reasonable proportion of the proposed car parking spaces.

## **5.15 Access by Non Car Modes**

- 5.15.1 As described in Chapter 3, the site can be reached via public transport through a combination of tram, rail and bus, although this is more frequent during the daytime and less frequent in the early mornings and evenings.
- 5.15.2 Walking and cycling is possible if any of the workforce live locally, albeit as noted in Chapter 3 there is a gap in the existing pavement around the bellmouth junction.
- 5.15.3 As shown in table 5.2 below, very few people are anticipated to access the site by non-car modes and car sharing is more likely to be the more viable alternative (which can include people being picked up from a nearby tram stop or railway station).

## **5.16 Traffic Movements**

- 5.16.1 As noted in Chapter 4, the compound would need to operate outside normal working hours (including nighttime, Sundays and Bank Holidays) when construction activity needs to take place during these times
- 5.16.2 The main periods during the day for private and commercial, light duty, and heavy duty vehicle movements are:
- dayshift arrivals.
  - lunch breaks.
  - dayshift departures.
  - night shift arrivals.
  - night shift departures.
- 5.16.3 Table 5.1 shows the anticipated number of arrivals at the site during the day time when site operations are at their peak.

**Table 5-1 Day Shift Arrivals**

| Worker Type           | Arrival Time  | People     | Vehicles   | Car Sharing Reduction (10%) | Non-Car Modes Reduction | Night Shift Reduction (20%) | Assumed Vehicle Movements |
|-----------------------|---------------|------------|------------|-----------------------------|-------------------------|-----------------------------|---------------------------|
| Site Workforce        | 06:00 – 06:30 | 32.5       | 32.5       | 4.9                         | 1.0                     | 6.5                         | 20.2                      |
| Site Workforce        | 06:00 – 06:30 | 97.5       | 97.5       | 14.6                        | 2.9                     | 19.5                        | 60.5                      |
| Site Engineering Team | 07:00 – 07:30 | 47.0       | 47.0       | 7.1                         | 1.4                     | 9.4                         | 29.1                      |
| Office-based staff    | 07:30 – 08:30 | 23.5       | 23.5       | 3.5                         | 0.7                     | 4.7                         | 14.6                      |
|                       | <b>Total*</b> | <b>201</b> | <b>201</b> | <b>30</b>                   | <b>6</b>                | <b>40</b>                   | <b>124</b>                |

5.16.4 Table 5.2 sets out how the shift pattern will transpire into vehicle movements during a typical 24 hour period. Overall, at the peak period of operations, it is forecast that the maximum number of vehicles in a 24 hour period would be 374 private vehicles, 275 site van and minibus movements and 38 HGV's.

**Table 5.2: Anticipated peak and average vehicle movements**

| Journey                 | Vehicles in and out per 24-hour period |                                     |                                       |                                          |                            |                               |
|-------------------------|----------------------------------------|-------------------------------------|---------------------------------------|------------------------------------------|----------------------------|-------------------------------|
|                         | Private vehicle movements – peak       | Private vehicle movements - average | Site van and minibus movements - peak | Site van and minibus movements - average | Heavy duty vehicles - peak | Heavy duty vehicles - average |
| Daytime (0700-1900)     | 248                                    | 218                                 | 191                                   | 168                                      | 30                         | 27                            |
| Lunch break (1200-1400) | 50                                     | 44                                  | n/a                                   | n/a                                      | n/a                        | n/a                           |
| Nighttime (1900-0700)   | 76                                     | 68                                  | 84                                    | 74                                       | 8                          | 6                             |
| <b>Total</b>            | <b>374</b>                             | <b>330</b>                          | <b>275</b>                            | <b>242</b>                               | <b>38</b>                  | <b>33</b>                     |

5.16.5 The Transport Statement sets out that approximately 40% of these movements would occur on the Local Road Network which includes construction routes 2, 3, 5 and 6 as described above. At the peak this equates to approximately 15 HGV's and 110 Site Van and Minibus Movements over a 24 hour period. These would route along Queen Elizabeth II Way, Pilsworth Road and Moss Hall Road. This amount of traffic would not impact on these routes as they are designed to accommodate traffic accessing the industrial estate.

## 6. Relevant Planning Policy

### 6.1 National Planning Policy

- 6.1.1 National planning policy is set out in the National Planning Policy Framework (NPPF) and this was last updated in February 2025. Central to the NPPF is a presumption in favour of sustainable development as set out in paragraph 11 which includes:

*For decision taking:*

*Approving development proposals that accord with an up to date development plan without delay*

*or*

*where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless: i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.*

- 6.1.2 The NPPF can still be relevant to the determination of a planning application even where the development plan is up to date. For example, the NPPF provides more detailed policy on certain matters, such as for this application the Green Belt.
- 6.1.3 In terms of paragraph 11 of the NPPF, it is considered that the development plan is up to date, particularly given that Places for Everyone (PfE) was adopted in March 2024. The status of the different Local Plans which comprise the development plan which will be used by RBC in the determination of this application is set out below.

### 6.2 The Rochdale Borough Development Plan

- 6.2.1 The Rochdale Borough Council Development Plan consists of several Local Plans that are relevant to the determination of this application.
- 6.2.2 The Places for Everyone (PfE) joint plan between nine Greater Manchester Authorities was adopted in March 2024 and this provides the overarching strategic policies for RBC. Subsequent to the adoption of PfE, RBC had announced that it will be embarking on the production of a new local plan. However, until this new plan is adopted the existing plan remains relevant, including the Rochdale Core Strategy (RCS) and saved policies of the Unitary Development Plan (UDP).
- 6.2.3 It is considered for the reasons set out below, that the Joint Minerals and Waste Local Plans are not relevant to the determination of this planning application but are listed in the table below for completeness.

6.2.4 Table 6.1 provides a detailed description of the development plan which is relevant to the determination of this application.

*Table 6.1: The Local Plans for Rochdale Borough relevant to this planning application.*

| Relevant Plan                                                   | Status  | Plan Period                                         | Relevance                                                                                                                                                                                                                                                    |
|-----------------------------------------------------------------|---------|-----------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Places for Everyone <sup>4</sup>                                | Adopted | Adopted March 2024, 2022-2039                       | Places for Everyone is a joint development plan document for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan. The policies relate to all these Boroughs and it is the most up to date development plan for Rochdale.       |
| Greater Manchester Joint Waste Development Plan <sup>5</sup>    | Adopted | Adopted April 2012.                                 | This is a joint plan with the nine other Greater Manchester Authorities. It is relevant to how waste on the application site is managed and transported.                                                                                                     |
| Greater Manchester Joint Minerals Development Plan <sup>6</sup> | Adopted | Adopted April 2013, covering the period until 2027. | This is a joint plan with the other Greater Manchester Authorities. It sets out what minerals and how much are needed and where mineral extraction will take place.                                                                                          |
| Rochdale Borough Council Core Strategy <sup>7</sup>             | Adopted | Adopted October 2016. Covers the period 2012-2028.  | The Core Strategy is the lead document in the Local Plan and sets out the overall strategic development proposals for the Borough in terms of overall levels of development and strategic objectives. Some of its policies are relevant to this application. |
| Rochdale Borough Council Unitary Development Plan <sup>8</sup>  | Adopted | Adopted June 2006. Covers the period 1995-2016      | Although this plan is somewhat out of date, certain policies were saved by the Rochdale Core Strategy.                                                                                                                                                       |

<sup>4</sup> [Places for Everyone](#)

<sup>5</sup> [Greater Manchester Joint Waste Development Plan](#)

<sup>6</sup> [Greater Manchester Joint Minerals Plan](#)

<sup>7</sup> [Rochdale Core-Strategy](#)

<sup>8</sup> [Rochdale UDP](#)

- 6.2.5 The next chapter identifies the policies of the development plan that are most relevant to the determination of this planning application and provides statements in terms of how the requirements of these policies have been assessed and addressed by the planning application.
- 6.2.6 The aspects of the development plan policy which are considered to be relevant to this application are:
- Sustainable Development, Carbon, Energy and Waste Management.
  - Development in the Green Belt.
  - Flood Risk, Drainage and the Water Environment.
  - Nature Conservation Sites.
  - Protected Habitats/Species.
  - Noise.
  - Air Quality (Including Dust).
  - Light Pollution.
  - Overall Assessment Against General Development Principles.
- 6.2.7 Landscape is not assessed as the Application Site is previously developed land and is not is a sensitive landscape location. The J19 Temporary Compound would only introduce a limited amount of additional built development for a temporary period of time.
- 6.2.8 Cultural Heritage is also not assessed as no listed buildings or other cultural heritage features are impacted. The presence of non-designated archaeology within the Application Site is unknown. Had there been any prior to its creation, any such remains are likely to have been removed or badly degraded given the enabling works associated with its creation. The potential for surviving non-designated archaeological remains within the current area of hardstanding is limited.
- 6.2.9 As noted in Chapter 3, the Application Site is within a Minerals Safeguarding Area for Brick Clay and Coal. However, as the Application Site is previously developed land this is not relevant as the land has already been disturbed. Therefore, it is not considered that the Joint Minerals Development Plan is relevant to this application.
- 6.2.10 Similarly, the Joint Waste Development Plan mainly relates to new development for waste management uses. Policies relevant to waste management associated with other forms of development are set out in PfE and the RCS.

## 7. Assessment Against Relevant Planning Policies

- 7.1.1 This chapter sets out the development plan policies (the full list is provided as Appendix 2) that the Applicant considers relevant to the determination of this application and provides a commentary in terms of how the requirements of these policies are met. Where it provides additional policies or tests, the NPPF is also referenced.

### 7.2 Sustainable Development, Carbon, Energy and Waste Management

#### Development Plan Policies

- 7.2.1 The most relevant policies are considered to be:

##### *PfE*

- Policy JP-1: Sustainable Development. This incorporates tackling climate change and reducing carbon.
- Policy JP-S2: Carbon and Energy. The aim of delivering a carbon neutral Greater Manchester no later than 2038, with a dramatic reduction in greenhouse gas emissions with an expectation that new development will, unless it can be demonstrated that it is not practicable or financially viable be net zero carbon. From 2025 development should also calculate and minimise carbon emissions from unregulated emissions alongside regulated emissions. Development proposals should set out how this has been achieved in an energy statement in accordance with the energy hierarchy, which in order of importance seeks to: i. ii. iii). Minimise energy demand; Maximise energy efficiency; Use renewable energy; iv). Use low carbon energy; and v). Utilise other energy sources.
- Policy JP-S6: Resource Efficiency. The achievement of a circular economy and a zero-waste economy will play a key role in meeting Greater Manchester's ambition of becoming a leading green city region by 2038. This includes development and implementation of the Zero Waste Strategy for Greater Manchester which promotes overall reduction in the level of waste produced and supports resource efficiency in order to gain the maximum value from the things we produce.

##### *RCS.*

- Policy G1: Tackling and Adapting to Climate Change. This seeks to ensure growth does not increase Carbon Dioxide emissions including by ensuring development is well connected by public transport, reducing energy consumption in buildings, promoting Sustainable Urban Drainage and promoting the efficient use of land and buildings.

##### *Joint Waste Development Plan*

- There are no policies that are relevant to this planning application.

## **Sustainability and Carbon Reduction**

- 7.2.2 The Made DCO, for the M60 Simister Scheme, includes an Environmental Management Plan that contains several appendices with specific management plans that relate to the overall management of this large construction project. A number of these management plans relate to reducing waste and carbon, which provides both sustainability and cost benefits to the Applicant. The management plans include:
- Appendix C Outline Site Waste Management Plan
  - Appendix F Outline Soil Management Plan.
  - Appendix G Outline Materials Management Plan.
  - Appendix K Outline Energy and Resource Use Management Plan.
  - Appendix O Outline Carbon Management Plan.
- 7.2.3 Although the above relate to the DCO for the M60 Simister Scheme, the Applicant would still apply the same principles to the J19 Temporary Compound helps in some of these opportunities being realised. This includes:
- Using electric (or alternative lower-carbon fuel) construction equipment instead of conventional diesel-powered construction plant
  - Using vehicles fitted with telematics and start/stop technology so energy is not wasted.
  - Using onsite renewable energy generation and storage to reduce diesel generator use and power taken from the grid.
  - Using low resource and low energy solutions for the site compound, offices, and welfare facilities
  - Ensuring availability of grid connections for compounds (maximising access to lower carbon-intensity energy from grid electricity)
  - Adoption of special, low carbon, materials (such as geocomposite materials, asphalt preservatives and graphene additives)
  - Reprocessing and grading locally available previously used aggregates to meet construction needs through recycling.
  - Full adoption of circular economy for products which looks to ensure equipment can be maintained, repaired, upgraded, repurposed at end of life etc. In a circular economy, products are kept in circulation through processes like maintenance, reuse, refurbishment, remanufacture and recycling.
- 7.2.4 The portable buildings have been identified as an opportunity where a lower carbon footprint can be explored. The figure below sets out the carbon values of typical portable buildings.

Figure 7.1: Carbon values for a typical portable building configuration.

| Key findings from the LCA:                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Embodied Carbon Emissions:</b>                                                                                                                                                                                                                                                                                                                                                                                   | <b>Major Contributors:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <ul style="list-style-type: none"> <li>An end unit of the PSflex modular building produces 20.8 TCO<sub>2</sub>e.</li> <li>A middle unit produces 14.5 TCO<sub>2</sub>e.</li> <li>For an 8 bay modular building, this would mean that 128.6 tonnes of embodied carbon are produced during the manufacture of the building and transport of the modules to site (two end modules and six middle modules).</li> </ul> | <ul style="list-style-type: none"> <li>The use of steel, particularly for the frame, base, external walls, and roof, is the largest source of emissions, accounting for over 90% of the total for both end and middle units.</li> <li>Other significant contributors include UPVC windows and steel-framed shutters, which add a smaller percentage to the overall carbon footprint.</li> <li>Construction site operations during the build phase contribute less than 1% to the total emissions.</li> </ul> |

#### Sustainability Strategy:

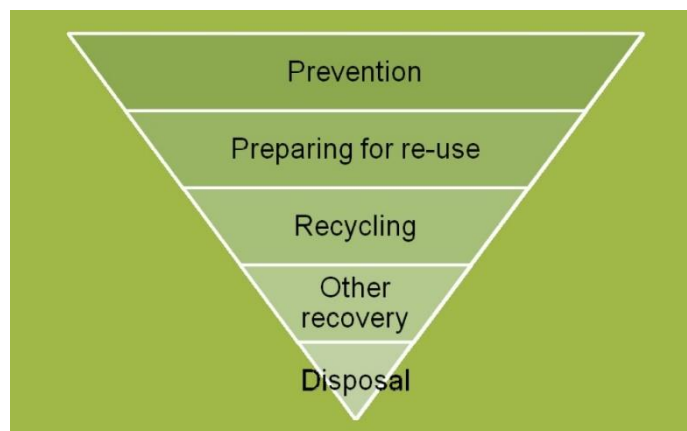
Wernick Group is committed to reducing its environmental footprint and has set a target to achieve Net Zero by 2040. This includes strategies for accurate emissions measurement, transparent reporting, and strategic initiatives to reduce carbon emissions.

- 7.2.5 Working closely with a supplier, the Applicant is seeking to reduce these typical carbon values in portable buildings by:
- Where possible, reusing portable offices from other locations which is the most effective way to reduce carbon.
  - Using portable buildings which have been manufactured using a high percentage of recycled steel.
  - Using high performance insulation materials and energy efficient windows and doors.
  - Using LED lighting and high efficiency heating.
  - Achieving an overall A energy rating.
  - If possible, use a supplier with close proximity to the Application Site to keep transport distances to a minimum.
- 7.2.6 In addition to the above, as set out in Section 4, charging points for electric vehicles will also be provided. In particular, the contractor fleet already incorporates electric vehicles and the EV chargers will enable these to be utilised.
- 7.2.7 The use of the Application Site also means mains electricity is utilised which is a more efficient and sustainable way to power the compound than if it was off grid.

#### Waste Storage and Disposal

- 7.2.8 The Construction Compound Environmental Management Plan (CCEMP) submitted with this planning application sets out the following measures to reduce waste during the reestablishment, operation and decommissioning of the Application Site.
- 7.2.9 Waste is defined as “any substance or object which the holder discards, intends to discard or is required to discard”. In any construction Scheme, there may be a variety of different wastes, from office and canteen waste to construction materials, waste oils, asbestos and clinical waste.
- 7.2.10 Waste management priorities and practical actions that will be undertaken on site will follow the principles of the waste hierarchy as illustrated below:

Figure 7.2: Waste Management Hierarchy



*(Ciria Good Practice on Construction Sites)*

- 7.2.11 Segregation of waste at the point of generation will be implemented using designated storage areas/containers to ensure cross-contamination is avoided and to ensure that the potential for reuse and recycling is maximised
- All storage areas/containers will be clearly labelled to identify the waste type and properties contained within which will enable reuse and recycling.
  - Keep the duration of storage to the minimum required.

- 7.2.12 The Applicant will also work with the supply chain to minimise the production of waste through lean supplies, maximising the potential for reuse and to ensure as much material is recycled as possible.

### **Conformity with Relevant Planning Policy on Carbon, Energy and Waste Management**

- 7.2.13 Overall, it is considered that PfE policies S1 and S2 are the most relevant policies. These aim for Greater Manchester to be carbon neutral by 2038.
- 7.2.14 The Applicant has an overall commitment to a progressive reduction in carbon including for construction operations through its own net zeros highways plan and environmental and sustainability strategy. This is reflected in the measures set out above. These will reduce carbon throughout the life cycle of the Application Site in accordance with the PfE policies.
- 7.2.15 The Applicant will also incorporate measures that support Policy JP-S6: Resource Efficiency, through the reduction of waste at source, effectively managing the supply chain and measures to increase reuse and maximise recycling.

## 7.3 Development in the Green Belt

### Development Plan Policies

#### 7.3.1 The most relevant policies are considered to be:

##### *PfE*

- Policy JP-G9: The Green Belt. The Green Belt is defined on the Policies Map. The Green Belt serves the five purposes set out in national policy i) to check the unrestricted sprawl of large built-up areas; ii) to prevent neighbouring towns merging into one another; iii) to assist in safeguarding the countryside from encroachment; iv) to preserve the setting and special character of historic towns; and v) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

##### *RCS*

- Policy G4: Protecting Green Belt. This seeks to protect land designated as Green Belt. This includes restricting development to those types which are deemed not to be inappropriate by national policies, unless very special circumstances can be demonstrated.

##### *UDP*

- G/D/2: Green Belt.

##### *NPPF*

- The NPPF is also relevant to the Green Belt as it provides National Policy that must be applied when assessing planning applications located in the Green Belt. Para 143 of the NPPF states that the Green Belt serves five purposes:

*'a) to check the unrestricted sprawl of large built-up areas;*

*b) to prevent neighbouring towns merging into one another;*

*c) to assist in safeguarding the countryside from encroachment;*

*d) to preserve the setting and special character of historic towns; and*

*e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land'.*

- Relevant paragraphs of the NPPF are:

*Paragraph 142: The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.*

*Paragraph 153: When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt, including harm to its openness. Inappropriate development is, by definition,*

*harmful to the Green Belt and should not be approved except in very special circumstances. '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.*

*Paragraph 154. Development in the Green Belt is inappropriate unless one of the following exceptions applies:*

*a) buildings for agriculture and forestry;*

*b) the provision of appropriate facilities (in connection with the existing use of land or a change of use), including buildings, for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;*

*c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building; 55 Other than in the case of development on previously developed land or grey belt land, where development is not inappropriate.*

*d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces*

*e) limited infilling in villages.*

*f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and g) limited infilling or the partial or complete redevelopment of previously developed land (including a material change of use to residential or mixed use including residential), whether redundant or in continuing use (excluding temporary buildings), which would not cause substantial harm to the openness of the Green Belt.*

*(g) limited infilling or the partial or complete redevelopment of previously developed land (including a material change of use to residential or mixed use including residential), whether redundant or in continuing use (excluding temporary buildings), which would not cause substantial harm to the openness of the Green Belt.*

*h) Other forms of development provided they preserve its openness and do not conflict with the purposes of including land within it. These are: i. ii. mineral extraction; engineering operations; iii. local transport infrastructure which can demonstrate a requirement for a Green Belt location; iv. the re-use of buildings provided that the buildings are of permanent and substantial construction; v. material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds); and vi. development, including buildings, brought forward under a Community Right to Build Order or Neighbourhood Development Order.*

*Paragraph 155. This policy refers to Grey Belt. It is referenced for completeness but it is not considered to apply to this planning application.*

## Green Belt Boundary

7.3.2 The Green Belt boundaries for Greater Manchester were recently reviewed and amended as part of PfE. The Application Site is entirely in the Green Belt, as illustrated in the extracts below.

Figure 7.3: Extract from the UDP showing the Green Belt boundary.

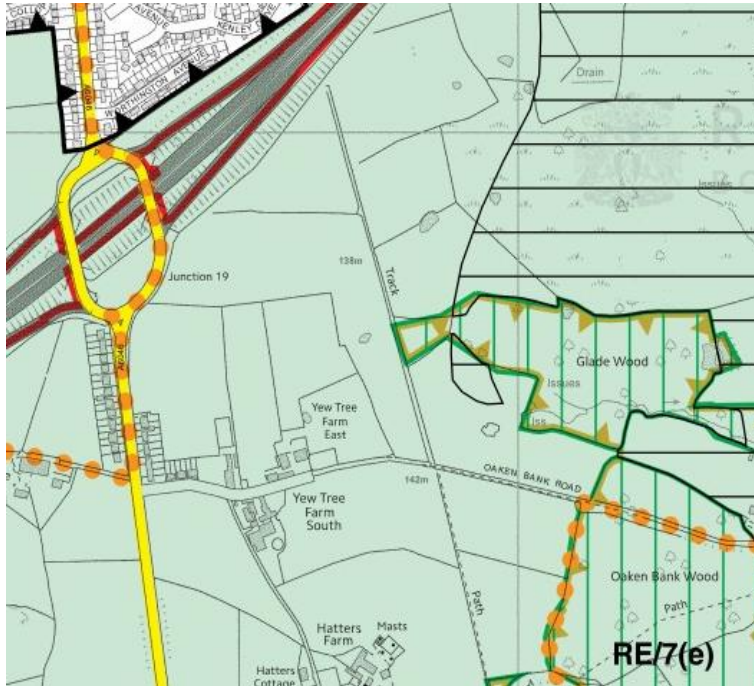


Figure 7.4: Extract from Places for Everyone. The Application Site is not visible but is under the green dots.



### Exceptions to Inappropriate Development

- 7.3.3 The fundamental aim of Green Belt policy within Greater Manchester is to prevent urban sprawl by keeping land permanently open (as referenced in evidence supporting PfE). All development in the Green Belt is considered to be inappropriate development unless one of the exceptions in paragraph 154 of the NPPF is met.
- 7.3.4 The M62 acts as a physical barrier between Hopwood to the north of the M62 and Hebers to the south. The Green Belt forms a gap between the M62 and Hebers. The Application Site is located south of the M62 in this gap.
- 7.3.5 Whilst the J19 Temporary Compound is not a permanent use and is relatively physically unobtrusive in terms of its form, height and layout, it is a large Application Site of 5ha. For the purposes of applying paragraph 153 of the NPPF, it is assumed it would impact on the openness of the Green Belt even though this is only for a temporary period of time. As the J19 Temporary Compound will be lit, this may also represent any other harm to the Green Belt, although this has to be considered in the context of the M62 which generates noise and other impacts 24/7.
- 7.3.6 As the Application Site will be restored to agriculture on the cessation of operations, the temporary impact on openness will be for a period of approximately five years so would not be permanent. As set out in Chapter 2, the Application Site is previously developed land so harm to the openness of the Green Belt already exists.
- 7.3.7 For the reasons outlined in paragraph 7.3.5, the J19 Temporary Compound is considered to meet the exception test (g) *limited infilling or the partial or complete redevelopment of previously developed land (including a material change of use to residential or mixed use including residential), whether redundant or in continuing use (excluding temporary buildings), which would not cause substantial harm to the openness of the Green Belt*. This is because the reestablishment of the compound for a temporary period of time on previously developed land would not cause substantial harm to the openness of the Green Belt. The harm to openness is temporary and ultimately the land would still be kept permanently open. As such, the fundamental objective of preventing urban sprawl is not compromised.

### Conformity with Relevant Planning Policy on Green Belt

- 7.3.8 The Application Site is previously developed land in the Green Belt. The reestablishment of the J19 Temporary Compound proposes to use the Application Site to support the construction of a Nationally Significant Infrastructure Project. Although this would cause harm to openness for a further period of five years, this would not ultimately conflict with the fundamental purpose of the Green Belt at this location which is to prevent urban sprawl. The Application Site would remain permanently open once temporary operations have ceased and the land is restored to agriculture.
- 7.3.9 For these reasons, it is considered the J19 Temporary Compound comprises an exception to inappropriate development under paragraph 154 (g) of the NPPF and is therefore not contrary to the Green Belt policies of the development plan.

## 7.4 Flood Risk, Drainage and the Water Environment

### Development Plan Policies

7.4.1 The most relevant policies are considered to be:

#### *PfE*

- Policy JP-S4: Flood Risk and the Water Environment. This policy requires developers to work with natural processes and adopt a natural flood management approach to slow the speed of water drainage and intercept water pollutants; locate and design development so as to minimise the impacts of current and future flood risk, retrofit or relocate existing developments, infrastructure and places to increase resilience to flooding and expecting developments to manage surface water run-off through sustainable drainage systems and as close to source as possible. Development should achieve greenfield run-off rates unless it is demonstrated to be impracticable. Avoid adverse impacts on water quality and any possibility of discharging hazardous substances to ground, securing the remediation of contaminated land and the careful design of developments to minimise the potential for urban diffuse pollution to affect the water environment.

#### *RCS*

- Policy G8: Managing Water Resources and Flood Risk. This includes compliance with the sequential approach, compliance with any Surface Water Management Plans, incorporation of appropriate measures for the management of surface water and flood water and protecting water quality.
- Policy G9: Reducing the Impact of Pollution, Contamination and Land Instability. This seeks to avoid any forms of pollution including to water courses.

#### *UDP*

- EM/7: Development and Flood Risk.
- EM/8: Protection of Surface and Ground Water.
- Together, these policies seek to protect against flooding and the pollution of groundwater.

### Sequential Test

- 7.4.2 As set out in the detailed Flood Risk Assessment (FRA) submitted with the planning application, the aim of the Sequential Test is to steer new development to areas with the lowest probability of flooding.
- 7.4.3 Table 2 in the Technical Guidance of the NPPF identifies the flood risk vulnerability classifications for various development types. The J19 Temporary Compound is considered to fall within the 'less vulnerable' vulnerability definition

7.4.4 Table 3 of the Flood Risk and Coastal Change Planning Practice Guidance (MHCLG, 2022), reproduced here as Table 7-1, defines less vulnerable infrastructure as appropriate in Flood Zones 1, 2, and 3a.

Table 7-1 Flood Risk Vulnerability Classification (reproduced from Table 3 MHCLG, 2022 -

| Flood Zones | Flood Risk Vulnerability Classification |                         |                         |                 |                  |
|-------------|-----------------------------------------|-------------------------|-------------------------|-----------------|------------------|
|             | Essential infrastructure                | Highly vulnerable       | More vulnerable         | Less vulnerable | Water-compatible |
| Zone 1      | ✓                                       | ✓                       | ✓                       | ✓               | ✓                |
| Zone 2      | ✓                                       | Exception Test required | ✓                       | ✓               | ✓                |
| Zone 3a     | Exception Test required                 | ✗                       | Exception Test required | ✓               | ✓                |
| Zone 3b     | Exception Test required                 | ✗                       | ✗                       | ✗               | ✓                |

✓ The J19 Temporary Compound is appropriate ✗ The J19 Temporary Compound should not be permitted

7.4.5 The Application Site is in Flood Zone 1 and therefore the J19 Temporary Compound is compatible with this level of flood risk, as it has the lowest probability of flooding from rivers or groundwater. It therefore meets this part of the sequential test.

7.4.6 The Application Site is identified by the FRA as at a high risk of surface water flooding. The J19 Temporary Compound cannot be located elsewhere as the purpose of this application is to reestablish the previous use of the Application Site as a compound. In addition, the site offices and other more vulnerable aspects are located in the part of the Application Site which is at the lowest risk of surface water flooding. The risk from surface water flooding is therefore minimised through the layout of the J19 Temporary Compound. Therefore, the Sequential Test is met and the Exceptions Test is not required.

### Surface Water Flood Risk

7.4.7 Surface water flooding typically occurs during or following intense periods of rainfall where the ground's ability to absorb rainfall is overwhelmed. As more runoff is expected from developed (impermeable) areas where rainfall is less able to infiltrate into the soil, developed areas tend to be more susceptible to flooding from surface water or overwhelmed sewer networks.

7.4.8 The Environment Agency Risk of Flooding from Surface Water (RoFSW) mapping can be used to assess the risk of surface water flooding. The RoFSW data sets provide an overview of areas at risk of surface water flooding based on national scale mapping. This classifies the risk of surface water flooding as:

- High risk: areas with yearly chance of flooding at 3.3% or greater.
- Medium risk: areas with a yearly chance of flooding between 1% and 3.3%.
- Low risk: areas with a yearly chance of flooding between 0.1% and 1%.

- Very low risk: areas with a yearly chance of flooding lower than 0.1%.

- 7.4.9 The mapping presented in the FRA shows several areas within the Application Site to be at a high risk of surface water flooding. Interrogation of the areas at risk against Lidar indicates that the surface water flooding is likely linked to surface water build up in topographical depressions. However, as the Application Site has been reprofiled during prior works, these depressions no longer exist. Instead, surface water runs south, into the drainage ditch located at the south of the Application Site.
- 7.4.10 On the east of the J19 Temporary Compound is a 105m long bund. The bund may have the potential to interrupt surface water flow paths coming from the northeast on to the Application Site. However, due to the topography, the surface water flow path will likely migrate approximately 25m south before flowing back onto the Application Site and into the drainage ditch, where it will be managed through the Drainage Strategy
- 7.4.11 The risk to the Application Site from surface water sources is therefore considered to be high without intervention. The risk has already been lowered by the drainage system which is already established at the site as set out in the drainage strategy submitted with this planning application.
- 7.4.12 For assessment purposes, the Application Site is classified as greenfield land as it was previously agriculture land prior to it becoming hard surfaced. Therefore, allowable discharge rates have been limited to the greenfield runoff rate.
- 7.4.13 The existing drainage ditch already drains into an existing outfall chamber which connects into the National Highways drainage network. To allow for surface water to be discharged below the greenfield run off rate, surface water is also stored within the drainage basin prior to discharge if the drainage ditch backs up during periods of heavy precipitation. The drainage storage volume available within this drainage basis has been determined for the 1 in 10-year rainfall event and therefore would only become necessary in exceptional weather events.
- 7.4.14 As set out in the drainage strategy submitted with this planning application, the discharge from the Application Site via the outgoing pipes to the wider highways drainage network will be limited to 33l inches per second, which is below the greenfield runoff rate. Overall, there will be a neutral impact on surface water flows leaving the Application Site.

### **Residual Flood Risk**

- 7.4.15 Residual risk is the risk left over after inherent risks have been reduced by mitigation measures to an acceptable level.
- 7.4.16 For all sources of flood risk, there is the residual risk that an extreme rainfall event greater than the drainage strategy is designed to manage could occur. Notwithstanding the unpredictability of such events the elevated position of the Application Site relative to likely sources of flood risk will afford it a high degree of protection from such events.

- 7.4.17 The main residual risk is associated with the capacity of the surface water drainage system during surface water flooding events. Any surface water flooding on the Application Site will be limited to the southern end of the Application Site due to the site topography and is most likely to flow west towards the A6046. The risk of flooding of this magnitude is low during the short duration that the J19 Temporary Compound will operate and therefore no further mitigation or assessment has been undertaken.
- 7.4.18 A CEMP is submitted with this planning application which includes flood management measures so that flooding occurring in the 1 in 10-year event or above is managed so that it does not affect operation of the Application Site or third parties.

### Water Quality

- 7.4.19 The drainage strategy through the bypass interceptor would intercept any contaminants at source prior to entering the drainage system therefore minimising the potential for surface water run off to contaminate water quality.

### Conformity with Development Plan Policy on Flood Risk, Drainage and Water Quality

- 7.4.20 The FRA provides the following overall summary of flood risk (the wider Application Site and Office/Welfare Area is listed separately).

*Table 7.2: Flood risk to and from the Application Site / J19 Temporary Compound*

| Flood Source                 | Risk to Application Site | Risk to the J19 Temporary Compound | Risk from the J19 Temporary Compound | Mitigation needed |
|------------------------------|--------------------------|------------------------------------|--------------------------------------|-------------------|
| Fluvial                      | Very low                 | Very low                           | Very low                             | No                |
| Surface water                | High                     | Low                                | Moderate                             | Yes               |
| Reservoir                    | Very low                 | Very low                           | Very low                             | No                |
| Groundwater                  | Low                      | Low                                | Low                                  | No                |
| Sewers and artificial drains | Low                      | Low                                | Low                                  | No                |

- 7.4.21 It is considered that the planning application complies with NPPF and development plan policies on flood risk and surface water drainage for the following reasons:
- The Application Site is in Flood Zone 1, however, as stated above it is at risk of surface water flooding. Appropriate mitigation is provided by siting .
  - While the Application Site has a high risk of surface water flooding caused by pooling of rainfall, the finished level will remove the risk of surface water pooling. The Application Site already has an operational drainage system that also stores water during heavy rainfall prior to discharge via an outfall to the wider drainage network. The Drainage Strategy submitted with this planning application will also limit discharge rates to below greenfield runoff rates. With these mitigation measures in place there is a low risk of exacerbating surface water flooding to third parties.

- The Drainage Strategy which includes a bypass interceptor would intercept any contaminants at source prior to entering the drainage system therefore minimising the potential to impact on water quality.

## 7.5 Nature Conservation Sites

### Development Plan Policies

#### 7.5.1 The most relevant policies are considered to be:

##### *PfE*

- Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity. This policy seeks to protect sites designated for their nature conservation and/or geological importance, with the highest level of protection given to international and then national designations; Where appropriate, development should: mitigate air pollution impacts on Manchester Mosses SAC; mitigate urban edge, functionally linked land and recreation disturbance impacts on the South Pennine Moors SAC/SPAs; and assess and potentially mitigate boat movement, water pollution and light spillage and shading impacts on the Rochdale Canal SAC.

##### *RCS.*

- Policy G7: Increasing the Value of Biodiversity and Geodiversity. This seeks to protect and enhance the borough's wildlife habitats and species including increasing the value of biodiversity. Particular focus is on the South Pennine Moors to maintain and enhance the peatland habitats of the moorland and to support development, land and water management activities which provide an opportunity to conserve and enhance the value of moorland for upland breeding birds of conservation significance and the habitats on which they depend and which do not harm biodiversity value. For the Rochdale Canal the focus is to ensure that the Rochdale Canal Special Area of Conservation and the wider biodiversity interest of the canal is given full and appropriate protection and ensure that development which delivers the economic and recreational value of the Rochdale Canal and its wider corridor supports and does not harm its biodiversity value.
- Policy DM1: General Development Requirements. This sets out general development requirements including avoiding impacts that are detrimental to the conservation interests of European Protected Sites.

##### *UDP*

- NE/2: Designated Sites of Ecological and Geological/Geomorphological Importance. This policy protects these sites from harmful development.

### Nature Conservation Sites

#### 7.5.2 The Nature Conservation sites that have been assessed by the Preliminary Ecology Appraisal (PEA) submitted as part of this planning application are:

- Hopwood Woodlands Local Nature Reserve (LNR) is located 70m south of the Application Site Glade & Oaken Bank Woods Site of Biological Interest (SBI) partially

overlaps the boundary of the LNR, and is located 220m from the Application Site at its closest point. Part of Hopwood LNR and Glade & Oaken Bank Woods SBI is ancient woodland.

- Hopwood Clough SBI is located 915m to the south-east of the Application Site. It also overlaps the boundary of Hopwood Woodlands LNR.
- There are no other LNR or SBI within 1km of the Application Site.
- Rochdale Canal Site of Scientific Interest (SSSI) and Special Area of Conservation (SAC) is located 1.5km to the east of the Application Site. Rochdale Canal SAC (and SSSI) is designated for its population of floating water plantain *Luronium natans*.
- The South Pennines SAC/SPA is located within 9.98km of the Application Site. This is designated for a variety of reasons, including for its bogs and marshes. However, due to the distance from the Application Site, no further assessment of this is required.

- 7.5.3 There are no priority habitats within the Application Site. The closest priority habitats are 70m to the south-west (deciduous woodland within Hopwood Woodlands LNR) and 150m to the east (deciduous woodland within Manchester Golf Club). During operation there are potential pathways to these sites through changes in hydrology and air quality changes.
- 7.5.4 The drainage within the Application Site would ensure water is collected and discharged via an interceptor to the existing highways drainage at M62 J19. This would mitigate against any potential hydrological impacts on designated sites within the assessment area of the Application Site from contaminated water, including the Rochdale Canal SAC.
- 7.5.5 Natural England's guidance (Natural England's Approach to Advising Competent Authorities on the Assessment of Road Traffic Emission under the Habitats Regulations, Natural England 2018) states that 'with regard to potential risks from road traffic emissions, Natural England and Highways England [now National Highways] are in agreement that protected sites falling within 200 metres of the edge of a road affected by a plan or project need to be considered further....However, where (unusually) there is a credible risk that air quality impacts might extend beyond 200m from a road, Natural England may advise that additional sites should be scoped into the HRA'.
- 7.5.6 For the Application Site, the change in vehicles set out in Chapter 5 of this Planning Statement is below the Design Manual for Roads and Bridges (DMRB) thresholds (National Highways, 2024) and Natural England's HRA screening criteria (Natural England, 2018) i.e. predicted change average annual daily traffic flows (AADT) of 1000 AADT or more, or changes in heavy duty vehicle (HDV) flows of 200 AADT or more. It is therefore assessed there is no credible risk of air quality impacts to SAC / SPA / Ramsar sites as the distance of the nearest designated site (Rochdale Canal SAC) far exceeds a distance of 200m from the site, and screening thresholds for traffic volumes are not exceeded.

- 7.5.7 Additionally, a Habitats Regulations Assessment (HRA) was undertaken by National Highways for the M60 Simister Scheme DCO. That HRA was submitted to Natural England who concluded they *were 'satisfied with the approach (methodology and assumptions used to inform the assessment) set out in the HRA to assess for impacts and agrees with the conclusions of the Stage 1 Screening and appropriate assessment stage, and justification for reaching them. Natural England are satisfied the Scheme will have no adverse effects on Rochdale Canal SAC.'*
- 7.5.8 The HRA identified that even though site relevant critical levels and loads have been assigned to the Rochdale Canal SAC on the Air Pollution Information System (APIS) website (Centre for Ecology & Hydrology, 2019), the critical levels and loads are considered to only be relevant to an oligotrophic (nutrient poor) water body. The citation for the underlying Rochdale Canal SSSI (Natural England, 2000) clearly describes the Rochdale Canal as having mesotrophic water quality and being moderately nutrient rich, and therefore the critical levels and loads applied by APIS are not considered to be relevant to the SAC.
- 7.5.9 In addition, the detailed literature review presented in the HRA of the PfE found that Luronium natans appears to have a wide tolerance of nutrient levels, which further supports the lack of relevance of the critical level and load given within APIS for this SAC.
- 7.5.10 National Highways has also received specific feedback from Natural England supporting the stance that the APIS critical load is not appropriate for the Rochdale Canal given that it is a mesotrophic waterbody. Natural England identified that the specific caveat provided on the APIS website relating to the use of the critical load for nitrogen on the Rochdale Canal SAC applies i.e. the APIS webpage for standing open water and canals explains that a critical load cannot be given for nitrogen.
- 7.5.11 Therefore, the J19 Temporary Compound would not trigger thresholds for an air quality assessment for any SAC / SPA / Ramsar site and there is recently published evidence to indicate that the qualifying species of the nearest SAC (Rochdale Canal SAC) is tolerant of a wide range of nutrient conditions. The Rochdale Canal, as a mesotrophic water body, is not sensitive to changes in air quality. Therefore, it is appropriate to conclude that there is no potential pathway to effect on any SAC / SPA / Ramsar site due to air quality changes, from establishment, operation or decommissioning of the J19 Temporary Compound.

#### **Conformity with Development Plan Policies on Nature Conservation Sites.**

- 7.5.12 In terms of air quality, thresholds which are used to determine a need for air quality assessment on designated sites these are not triggered by the amount of traffic generated by the J19 Temporary Compound. The recent body of evidence cited above for both PfE and as part of the Simister Island DCO can also be taken into account by Competent Authorities when applying the Habitat Regulations. This also supports the conclusion that there are no impacts on the Rochdale Canal SAC.
- 7.5.13 The Greater Manchester Ecology Unit have also been consulted through pre-application discussions. They have indicated that they are satisfied there would be no impacts on the Rochdale Canal SAC.

- 7.5.14 Overall, the J19 Temporary Compound would not lead to any negative impacts via hydrology or air quality pathways to either the Rochdale Canal SAC. There would be no impacts on other nature conservation sites.

## 7.6 Protected Habitats/Species

### Development Plan Policies

- 7.6.1 The most relevant policies are considered to be:

#### *PfE*

- Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity seeks to increase the quality, quantity, extent and diversity of habitats, particularly priority habitats identified in national or local biodiversity action plans and those that support priority species. The policies aims to improve connections between habitats, to protect and enhance the provision of corridors, ecological networks (including Nature Recovery Networks) and steppingstones that enable the movement of species, especially as the climate changes. A further aim is to safeguard, restore and sustainably managing our most valuable soil resources, tackling soil degradation/erosion and recovering soil fertility,
- Development will be expected to follow the mitigation hierarchy of: i. Avoiding significant harm to biodiversity, particularly where it is irreplaceable, through consideration of alternative sites with less harmful impacts, then ii. Adequately mitigating any harm to biodiversity, then iii. Adequately compensating for any remaining harm to biodiversity b. Avoid fragmenting or severing connectivity between habitats; c. Achieve a measurable net gain in biodiversity of no less than 10% d. Make appropriate provision for long-term management of habitats and geological features connected to the development.

#### *RCS.*

- Policy G7. Increasing the Value of Biodiversity and Geodiversity. This seeks to protect and enhance the borough's wildlife habitats and species including increasing the value of biodiversity. This includes designated sites of ecological importance and protected species.
- Policy DM1: General Development Requirements. This policy includes ensuring development does not lead to impacts detrimental to the conservation interests of European Protected Sites.

#### *UDP*

- NE/2: Designated Sites of Ecological and Geological/Geomorphological Importance.

### **Priority Habitats**

- 7.6.2 The hedgerow that is part of the site boundary is a priority habitat but this would not be disturbed. The closest priority habitats are 70m to the south-west (deciduous woodland within Hopwood Woodlands LNR) and 150m to the east (deciduous woodland within Manchester Golf Club). Priority habitats are assessed as being of local importance.
- 7.6.3 The Application Site was previously used as a compound and is largely hard standing with very limited potential to support protected species. An ecological survey of the site was undertaken in August 2025. The findings are set out in detail within the PEA submitted with this planning applications and summarised below.

### **General**

- 7.6.4 The drainage ditch on the southern boundary, drainage basin, rubble piles and bunds to the north and east of the compound do have potential to support great crested newt which are known to be present in surrounding habitats. These habitats also have potential for common reptile species (common lizard, slow worm and grass snake). Habitats around the compound including grassland to the north (including the bund) have potential to support ground nesting birds.

### **Bats**

- 7.6.5 Field surveys have not identified any features with potential to support roosting bats within hedgerows and trees on the boundary of the site.
- 7.6.6 There is potential for disturbance impacts associated with artificial lighting and night-time works. As detailed in the Compound Environmental Management Plan, the following measures for lighting will be implemented during construction:
- Avoidance of light spill using directional and or baffled lighting.
  - Positioning of lighting columns away from habitats of value to foraging and commuting bats (hedgerows, trees, woodland).
  - Reducing the height of lighting columns to reduce light spill onto adjacent habitats.
  - Avoidance use of blue white short wavelength lights and high UV content and light bulbs that are rated 3000 kelvin in line with guidance from the Conservation Trust and Institution of lighting professional.
  - The use of construction lighting will be in accordance with industry standards and follow best available guidance on lighting with regards to protected species (e.g. Bat Conservation Trust (2009) and Institute of Lighting Engineers (2007)). The construction lighting design will consider the need to avoid illuminating hedgerow habitats.

### **Badger**

- 7.6.7 No evidence of badgers was recorded on the Application Site, but the surrounding habitats provide potential foraging and commuting opportunities. No additional ground disturbance is required to enable use of the J19 Temporary Compound as it is previously developed land and as such there is no potential to directly impact badgers to reestablish the J19 Temporary Compound.
- 7.6.8 However, badgers are a transient and mobile species and there is potential for construction of setts prior to the establishment of the Application Site. As detailed in the CEMP prior to the establishment stage of the Application Site, an Ecological Clerk of Works (ECoW) will check habitats such as the grass bunds to the north and east of Application Site and associated 30m buffer for evidence of badgers. If any active badger setts are identified, then a licence will be sought from Natural England to allow works to continue.

### **Breeding Birds**

- 7.6.9 Opportunities for ground nesting birds exist on the modified grassland which has formed on the top soil bunds, and for other breeding birds within the hedgerow which adjoins the Application Site. The hedgerow would not be impacted during any phase of works, however the bunds would be disturbed during decommissioning of the J19 Temporary Compound. It is therefore recommended that this phase of works is undertaken outside of the main bird nesting season i.e. is undertaken between September and February (inclusive). If this is not possible, habitats that could support breeding birds (such as the grass bunds to the north of site) that need to be removed or altered as part of the decommissioning works, should be checked by a suitably qualified ecologist no more than 24 hours prior to works taking place.
- 7.6.10 If a nest is discovered a suitable buffer zone would need to be established around the nest in which no work could take place until it has been confirmed by an ecologist that the young have fledged naturally.
- 7.6.11 No other habitats that could support breeding birds will be impacted by works.

### **Great Crested Newt**

- 7.6.12 No evidence of Great Crested Newt (GCN) was observed during the August 2025 field survey. However, GCN presence was previously confirmed in relation to construction of the compound for which a District Level Licence (DLL) was obtained from Natural England. The onsite ditch, drainage basin, and rubble piles have the potential to support GCN.

- 7.6.13 There is potential for impacts to GCN during site establishment due to maintenance works to the drainage basin and ditch, and the decommissioning phase of the J19 Temporary Compound. Works to, and subsequent removal of, the drainage basin and ditch could lead to killing/injury of GCN and would lead to a small loss of habitat for GCN. However, due to the limited areas of natural habitat impacted, and the resource of other available habitat in the surrounding area (for example numerous ponds with the adjacent golf course) even in the absence of any mitigation, the scale of impact of the loss of habitat would be observed at a local level only and would therefore not be significant.
- 7.6.14 Whilst no mitigation is required to avoid significant effects, as detailed within the CEMP, National Highways would implement mitigation to ensure no breach of wildlife legislation, and this would further reduce the likelihood of an impacts to fauna. Such measures would include obtaining a DLL for the J19 Temporary Compound. The licence would cover the duration of establishment and operation of the site. A further licence would be sought for decommissioning of the site. In addition, an ECoW would be present during site establishment, maintenance of the ditches to complete pre-works checks of suitable habitat. In the event a GCN was encountered the ECoW would move the GCN to suitable retained habitat, for example boundary hedgerows.

### **Reptiles**

- 7.6.15 Suitable habitat is present to support common reptiles within the ditch on the southern boundary, attenuation pond, rubble piles and bunds to the north and east of the Application Site.
- 7.6.16 As decommissioning works will include removal of suitable habitat i.e. bunds and rubble piles, there is potential for negative impacts to reptiles. As detailed in the CEMP, works to features with potential to support hibernating reptiles would be timed to avoid sensitive periods (generally November to February inclusive depending on seasonal variations). Works to habitat with potential to support reptiles outside for the hibernation period would be supervised by an ECoW.

### **Other protected and notable species**

- 7.6.17 Suitable habitat is present within grassland, hedgerow and the drainage ditch to support common mammal species such as rabbits, hedgehog and fox. As detailed in the CEMP, an ECoW would complete checks of suitable habitats prior to decommissioning works and would provide advice on additional relevant mitigation measures if appropriate.

### **Hedgerows**

- 7.6.18 Hedgerow H1 along the site boundary but outside the Application Site was identified is considered a 'priority habitat' as it is a native hedgerow. Boundary features would be left as they are and not disturbed and there are no impacts on them. . .

### **Habitats**

- 7.6.19 The Application Site comprises mainly or urban and low distinctiveness habitats. The J19 Temporary Compound does not require any further loss of habitats as part of the establishment or operational phase and no further surveys are recommended.

## **Biodiversity Net Gain**

- 7.6.20 The Biodiversity Regulation 2024<sup>9</sup> requires applicants to provide Biodiversity Net Gain unless the amount of land impacted is de minimus by meeting two conditions:
- The first condition is that the development does not impact an onsite priority habitat.
  - The second condition is that the development impacts (a) less than 25 square metres of onsite habitat that has biodiversity value greater than zero and b) less than 5 metres in length of onsite linear habitat.
- 7.6.21 The amount of habitat impacted at the Application Site is below 25 square metres and no priority habitat is impacted. The BNG exemption form has been completed and shared with the Greater Manchester Ecology Unit (GMEU) as part of the pre-application discussions. GMEU indicated no further comment on the form and it is submitted as part of this planning application.

## **Other Opportunities for Ecological Enhancement**

- 7.6.22 In terms of other opportunities for ecological enhancement, the Applicant has considered opportunities for other net gains for nature conservation within the Applicant Site. There are no trees within the red line boundary so bat and bird boxes could not be provided. The land needs to be restored back to its original use so any potential temporary enhancements, such as hibernacula, would need to be disturbed at the cessation of temporary operations.

## **Conformity with Planning Policy on Protected Species**

- 7.6.23 Overall, there would be no negative effects on protected species or priority habitats and therefore specific mitigation is not required. Whilst the Applicant has explored the opportunities to provide ecological enhancements within the Application Site, these are limited as there are no trees or hedgerows and if any other features were provided they would need to be disturbed once the land is restored back to agriculture.
- 7.6.24 As the impact of the J19 Temporary Compound on biodiversity is classed as being de minimus, this planning application is exempt from the Biodiversity Net Gain Regulations 2024 and the BNG exemption form has been completed.
- 7.6.25 It is considered that the assessment provided by the Preliminary Ecological Appraisal submitted as part of this planning application has demonstrated that the requirements of the development plan on biodiversity and nature conservation have been met.

## **7.7 Noise**

### **Development Plan Policies**

- 7.7.1 The most relevant policies are considered to be:

#### *PfE*

- Policy JP-P6: Health. To help tackle health inequality new development will be required, as far as practicable, to maximise its positive contribution to health and

wellbeing, whilst avoiding any potential negative impacts of new development. A Health Impact Assessment for all developments which 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.

*RCS.*

- Policy G9: Reducing the impact of pollution, contamination and land instability. This policy requires the reduction of all forms of pollution, contamination and land instability in the borough, by requiring that development does not have impacts that lead to an unacceptable increase in noise pollution.
- Policy DM1: General development requirements. All development proposals, including changes of use of land and buildings, extensions and alterations, will be expected to demonstrate that they mitigate against any impacts due to noise pollution, where such mitigation is identified as being necessary.

### **Noise Impact Assessment**

- 7.7.2 The Noise Impact Assessment (NIA) submitted with this planning application has assessed the potential noise and vibration impacts.
- 7.7.3 There are noise sensitive receptors in the form of residential dwellings located at a distance of approximately 70m-100m to the south-west of the Application Site along A6046 Middleton Road, within 250m to the south at Oaken Bank Road and to the north across the M62 where the closest are located at Worthington Avenue at a distance of 160m from the Application Site. There are no other types of sensitive receptors, e.g. medical or education receptors, within 300m of the Application Site.
- 7.7.4 The immediate area around the Application Site is already dominated by noise from traffic using the M62. An indication of the noise level can be found from the strategic noise maps produced by Defra, and these indicate a daytime noise level at 50m from the M62 of around 70dB(A) annual average noise levels for the 16-hour period (LAeq,16h), with a baseline noise level of around 65-70dB(A) at the closest noise sensitive receptors at A6046 Middleton Road and Worthington Road reducing to below 55dB(A) at Oaken Bank Road.

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<sup>9</sup> [Biodiversity Net Gain Regulations 2024](#)

- 7.7.5 Together with the strategic noise maps, Defra has identified Noise Important Areas (NIAs) as part of the production of strategic noise maps and action plans, which are legal requirements set out in the Environmental Noise (England) (Amendment) Regulations 2018. The NIAs are locations where the highest 1% of noise levels at residential locations can be found.
- 7.7.6 There are two NIAs within the establishment and operation noise study areas, these are NIA 6961 and NIA 1411. The NIA 6961 is located where the M62 J19 west-bound on-slip road leaves the roundabout junction, and part of A6046 Middleton Road. The NIA 1411 is located alongside the M62 J19 east-bound on-slip road and includes residential receptors at Kenley Drive and Worthington Avenue.
- 7.7.7 Noise assessments use Lowest Observed Adverse effect level (LOAEL) and Significant Observed Adverse Effect Level (SOAEL) to assess the impact on noise on properties. The SOAEL indicates the level of noise where harmful effects could occur.
- 7.7.8 The NIA sets out that based on daytime baseline noise levels of 65-70dB(A), the daytime construction SOEAL for the closest residential receptors at Middleton Road and Worthington Avenue is 75dB(A). For receptors at Oaken Bank Drive where the baseline noise level from road traffic noise is below 55dB(A), the daytime establishment and operation SOAEL is 65 dB(A). The closest residential receptors are therefore predicted to experience noise levels that are below the SOAEL, and during most activities are also below the LOAEL, which is considered to be the baseline noise level. Overall, these are Minor and Negligible magnitudes of impact, which are not considered a likely significant effect.
- 7.7.9 The TS has assessed the additional traffic that would be generated from staff, van and minibus movements and heavy duty vehicles during establishment, operation and decommissioning. Traffic data has been generated that includes additional light and heavy traffic movements on the surrounding road network.
- 7.7.10 The impact from establishment and operation traffic using the J19 Temporary Compound on the motorways and local road network has been examined to determine whether this could impact upon sensitive receptors along the routes. This has been undertaken for the operational years of 2026, 2027, 2028 and 2029. This has concluded that the amount of traffic compared to the existing traffic on the majority of roads is low, and any increases in noise would be negligible and of less than 1dB(A) on all roads. Changes in road traffic noise of a negligible magnitude are not a likely significant effect.

### **Conformity with Planning Policy on Noise**

- 7.7.11 The NIA has reached the following conclusions:
- Predicted noise levels for the establishment phase, operation during its use and decommissioning phases are below the SOAEL threshold levels at the closest sensitive receptors. A likely significant effect is therefore not predicted.
  - There are no vibration generating plant items proposed to be used during any phase, therefore no adverse vibration effects are considered to be likely.

- Predicted changes in road traffic noise on the surrounding road network during the programme years of 2026, 2027, 2028 and 2029 are predicted to be of negligible magnitude, less than +1.0dB(A). A likely significant effect is therefore not predicted.

7.7.12 In addition to the above, the CEMP sets out measures to limit noise during operation. For example, this includes the use of less intrusive noise alarms that meet the safety requirements of the site, such as broadband reversing warnings or proximity sensors to reduce the requirement for traditional reversing alarms. As set out in Chapter 1 of this report, the Applicant has already engaged with nearby properties and local councillors and will take a pro-active approach to managing any issues should they arise.

7.7.13 Overall, the development would not lead to negative effects both in terms of amenity and health as required by the relevant development plan policies that seek to protect neighbourhoods against the harmful effects of noise.

## 7.8 Air Quality (Including Dust)

### Development Plan Policies

7.8.1 The most relevant policies are considered to be:

#### PfE

- Policy JP-S5: Clean Air. Planning applications must have regard to the most recent development and planning control guidance published jointly by the Institute of Air Quality Management (IAQM) and Environmental Protection UK (EPUK), and the most recent IAQM Guidance on the Assessment of Dust from Demolition and Construction, or relevant successor guidance, including the requirement for developers to submit construction management plans as appropriate and requiring applications for developments that could have an adverse impact on air quality to submit relevant air pollution data so that adverse impacts on air quality can be fully assessed and development only permitted where they are acceptable and/or suitable mitigation can be provided;
- Policy JP-P6: Health. To help tackle health inequality new development will be required, as far as practicable, to maximise its positive contribution to health and wellbeing, whilst avoiding any potential negative impacts of new development. A Health Impact Assessment for all developments which 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.

#### RCS.

- Policy G9: Reducing the Impact of Pollution, contamination and land instability. This policy requires the reduction of all forms of pollution, including focusing on measures that reduce air pollution particularly around motorways and main roads and requiring that development does not give rise to unacceptable impacts in air pollution.
- Policy DM1: General Development Requirements. All development proposals, including changes of use of land and buildings, extensions and alterations, will be expected to demonstrate that they mitigate against any impacts and do not have an

adverse impact on health, through its impact or the effect of existing problems including air quality. Mitigate against any impacts due to noise, air, dust, light and odour pollution, traffic generation or inadequate access, where such mitigation is identified as being necessary;

### **Impact on Air Quality Objectives**

- 7.8.2 As stated in Section 3, the Application Site is within the Greater Manchester Air Quality Management Area.
- 7.8.3 The M60 Simister Island scheme Environmental Statement air quality modelling of roadside concentrations showed that even with conservative assumptions the maximum concentrations in the vicinity of the M62 J19 and the A6046 were predicted to be 26.5 micrograms per cubic meter ( $\mu\text{g}/\text{m}^3$ ) and 14.9 $\mu\text{g}/\text{m}^3$ , for nitrogen dioxide ( $\text{NO}_2$ ) and particulate matter ( $\text{PM}_{10}$ ) respectively, during the M60 Simister Island scheme construction at receptor R35 which is located approximately 170m north of the Application Site. Similar concentrations were predicted with the opening of M60 Simister Island scheme. M60 Simister Island monitoring site DT17 (located approximately 80m west of the Application Site, next to J19) also showed similar concentrations for  $\text{NO}_2$ , 26.8 $\mu\text{g}/\text{m}^3$ , in 2021).
- 7.8.4 Rochdale Borough Council's own recent monitoring from 2021 to 2023 onwards only shows concentrations approaching the air quality objectives and limit values along the A58 (much further north than J19) in Rochdale town centre. Concentrations by 2026 when the compound would begin operating are likely to be lower than those in 2021 to 2023 due to the reducing trend of concentrations at roadside sites
- 7.8.5 Therefore, all concentrations in the vicinity of J19 are likely to be significantly below the  $\text{NO}_2$  and  $\text{PM}_{10}$  air quality objectives and limit values during operation of the compound. The  $\text{PM}_{2.5}$  Targets come into force in 2040 and therefore are not relevant as the M62 J19 temporary compound will not be in use by 2040.
- 7.8.6 It should be noted that AQMAs and associated Air Quality Objectives are not legal environmental standards, but objectives. The equivalent legal standard is the  $\text{NO}_2$  limit value, which Defra developed the Pollution Climate Mapping (PCM) modelling to help assess compliance at relevant locations. The M62 either side of J19 is not part of the PCM model, however, the A6046 to the north and J19 itself are part of the PCM model, meaning that in the Defra 2018 assessment there was a risk of exceedance of the limit value. However, there have been no recent air quality objectives or limit value exceedances in the vicinity of J19 or the surrounding road network since 2020.

- 7.8.7 Therefore, all concentrations in the vicinity of J19 are likely to be significantly below the NO<sub>2</sub> and PM<sub>10</sub> air quality objectives and limit values during operation of the compound. The PM<sub>2.5</sub> Targets come into force in 2040 and therefore are not relevant as the M62 J19 temporary compound will not be in use by 2040.
- 7.8.8 It should be noted that AQMAs and associated Air Quality Objectives are not legal environmental standards, but objectives. The equivalent legal standard is the NO<sub>2</sub> limit value, which Defra developed the Pollution Climate Mapping (PCM) modelling to help assess compliance at relevant locations. The M62 either side of J19 is not part of the PCM model, however, the A6046 to the north and J19 itself are part of the PCM model, meaning that in the Defra 2018 assessment there was a risk of exceedance of the limit value. However, there have been no recent air quality objectives or limit value exceedances in the vicinity of J19 or the surrounding road network since 2020.
- 7.8.9 The Applicant has presented information to the Rochdale Borough Council Environmental Health team as part of pre-application discussions. In these discussions, the Applicant has demonstrated that the J19 temporary compound will not lead to any further impacts on air quality or a decrease in the current air quality in accordance. As such, a more detailed assessment of air quality is not required as part of this planning application

### **Dust**

- 7.8.10 The Construction Environmental Management Plan encompasses the following measures to limit the generation and impact of dust:
- Regular road sweeping to clean internal and external roads of any mud drag out to prevent silty run off or dust arising.
  - Sheeting of lorries leaving and entering the site.

### **Conformity with Planning Policy on Air Quality and Dust**

- 7.8.11 Overall, the development would not lead to negative effects both in terms of amenity and health as required by the relevant development plan policies that seek to protect neighbourhoods against the harmful effects of air quality and dust.

## **7.9 Light Pollution**

- 7.9.1 The most relevant development plan policies are:

### *PfE*

- Policy JP-P6: Health. To help tackle health inequality new development will be required, as far as practicable, to maximise its positive contribution to health and wellbeing, whilst avoiding any potential negative impacts of new development. A Health Impact Assessment for all developments which 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.

### *RCS*

- Policy G9: Reducing the Impact of Pollution, Contamination and Land Instability.

*UDP*

- Policy DM1: General Development Requirements. Developments are required to mitigate against any impacts due to noise, air, dust, light and odour pollution, traffic generation or inadequate access, where such mitigation is identified as being necessary.

**Lighting Strategy**

- 7.9.2 The Lighting Strategy is described in table 5.1 and a Lighting Assessment and plans are provided as part of this planning application.
- 7.9.3 The lighting strategy for the M62 Junction 19 Temporary Construction Compound has been developed using BS EN 12464-2:2024 (Outdoor Workplaces), BS 5489-1:2020 (Road lighting), BS 5266 (Emergency lighting), and current Institute of Lighting Professional guidance. The areas adjoining the Application Site were assessed and it was identified that the Application Site lies within Environmental Zone E3 (Suburban), reflecting moderate existing ambient illumination from surrounding highways and urban lighting.
- 7.9.4 The following mitigations shall be implemented in the lighting design to deliver the maximum energy saving (reducing the Application Site's wider environmental impacts), and an exemplary lighting solution:
- LED light sources with full cut-off optics, CCT  $\leq$  3000K.
  - Presence detection for the car park, to dim the area during quiet periods and provide a significant energy savings.
  - Integral back light shielding in locations that are close to the Application Site boundary.
  - Position luminaires to project light inwards across the Application Site, rather than towards the boundary.
  - Avoid any upward tilt on any luminaires and limit the use of low level flood lights.
  - Periodically review/check all lighting performance and orientation.
  - By utilising the mitigations mentioned in this report, the impacts from the construction compounds artificial lighting on the local ecology and environment are considered to be negligible.

**Conformity with Planning Policy on Light Pollution**

- 7.9.5 The lighting strategy is designed to provide safe, secure, and well-lit conditions for staff, visitors, and deliveries during construction activities. It ensures adequate illumination for access, operational areas, and welfare facilities, while minimising unnecessary light spill to the surrounding environment.
- 7.9.6 The lighting would not cause light pollution and would be kept to a minimum during the night. Overall, it meets the objectives of the development plan policies.

## 7.10 Overall Assessment Against General Development Principles

- 7.10.1 Policy DM1 of the Rochdale Core Strategy contains several principles which development must comply with. Whilst most of these are assessed under each topic above, an overall summary is provided below.

**Compatible with surrounding land uses, both in terms of its impact upon those uses and the impact of the surrounding land uses upon the amenities of future residents/users.**

- 7.10.2 The Application is close to existing residential properties but measures will be implemented to protect residents from any potential negative effects. The Application Site is located in the Green Belt and would not impact the Northern Gateway development planned close to the Application Site. As such, the J19 Temporary Compound is considered to be compatible with surrounding land uses

**Do not adversely affect the amenity of residents or users through visual intrusion, overbearing impact, overshadowing or loss of privacy.**

- 7.10.3 The Application Site is physically separated from local residents to the west on Middleton Road by open land and the highway and to the south on Oaken Bank Road by open land. The nearest property is over 70m away. As such, the J19 Temporary Compound would not cause visual intrusion, have an overbearing impact, cause overshadowing or a loss of privacy.

**Mitigate against any impacts due to noise, air, dust, light and odour pollution, traffic generation or inadequate access, where such mitigation is identified as being necessary.**

- 7.10.4 A LA, NIA and TS has been submitted with this planning application. These demonstrate that there would be no harmful impacts from the J19 Temporary Compound which require specific mitigation measures other than effective site management as set out in the CEMP.

- 7.10.5 The CEMP sets out a number of measures to minimise light spill and noise to reduce impacts during the night time, evenings and early mornings.

**Provide satisfactory vehicular access with adequate parking, manoeuvring, and servicing arrangements taking into account of the proposed use and location.**

- 7.10.6 Although the Application Site is reasonably well served by public transport and can be reached through walking and cycling, it is anticipated that the majority of the workforce would travel a greater distance from Greater Manchester, West Yorkshire and beyond. Due to the shift patterns, it is anticipated that the majority of employees would arrive by private car.

7.10.7 The Application Site can be reached by tram and train but the last part of the journey from these stops is more difficult to make walking or using local buses. As such, it is considered more likely that anyone using the tram and train would be picked up by a colleague and arrive as a car passenger. This is set out in table 5.1 in Chapter 5, where a 10% allowance is made for car sharing.

7.10.8 The TS has set out that the existing bell mouth junction is already sufficiently designed to accommodate the anticipated number of vehicle movements in entering and leaving the site.

**Do not have an adverse impact on health, through its impact or the effect of existing problems e.g. land contamination, or poor air quality**

7.10.9 The Application Site is already previously developed and therefore no further assessment for potential contamination or land instability is required.

7.10.10 As set out in this Chapter, the J19 Temporary Compound would not give rise to any adverse impacts on air quality.

7.10.11 The CEMP sets out measures to ensure that the operation of the J19 Temporary Compound would not have a harmful or negative impact on people's health.

**Have considered the availability of water and wastewater infrastructure, and any need for additional capacity.**

7.10.12 As set out in Chapter 7 of this Planning Statement and the FRA, the J19 Temporary Compound Drainage Strategy provides adequate capacity and controls so that surface water run off is controlled so as to minimise the risk from flooding at the site and to the surrounding area and to control the quality of water before it is discharged into the wider highways drainage network. The Sewage Package Treatment Plant would operate as a cess pit for foul sewage that would be emptied by a licensed handler unit such time that it becomes fully operational.

**Do not lead to impacts detrimental to the conservation interests of European Protected Sites."**

7.10.13 As set out in the PEA submitted with this planning application, the J19 Temporary Compound would not impact on any such sites.

**Overall Conformity with Policy DM1 General Development Principles.**

7.10.14 As demonstrated by this Planning Statement and the other supporting reports and management plans submitted with this planning application, it is considered that the requirements of this policy have been adequately addressed by the Applicant.

## 8. Summary and Conclusion

- 8.1.1 The Applicant National Highways proposes to re-establish a temporary construction compound on previously developed land adjacent to the M62 J19. This is to support the construction of the M60 Simister Island Scheme for a period of five years.
- 8.1.2 The Application Site is in the Green Belt, in Flood Zone 1 (but within an area at risk from surface water flooding), is close to Noise Important Areas and is within an Air Quality Management Zone. Several residential properties are within 100m of the Application site to the west and south. These are considered to be the primary matters which need to be addressed in the planning application.
- 8.1.3 It is also necessary to demonstrate that there are no impacts on important Nature Conservation Sites, most notably the Rochdale Canal SAC. Other important considerations are demonstrating that the J19 Temporary Compound will on sustainability and carbon and that the traffic route to the M60 Simister Scheme working areas will not have a negative impact on the Local Road Network.
- 8.1.4 This planning statement and the documents which have been prepared to support the planning application demonstrate that these matters have been addressed as summarised below:
- The J19 Temporary Compound is a type of development that is an exception to inappropriate development in the Green Belt under the National Planning Policy Framework and is therefore not contrary to development plan policies relating to the Green Belt. The Application Site would eventually be returned to its original agricultural use and therefore would not permanently impact on the openness of the Green Belt or conflict with the purpose of the Green Belt which is to prevent urban sprawl.
  - The operation of the J19 Temporary Compound would not cause flooding either at the site or elsewhere and the existing surface water drainage system provides sufficient capacity to manage the anticipated flows from the site at below greenfield runoff rates. This consists of a drainage ditch drainage basin, bypass interceptor and a connecting system to control the flow and quality of water into the wider National Highways drainage system for the M62.
  - The operation would not lead to any worsening of air quality or noise and provides appropriate mitigation to avoid potential adverse impacts as a result of light pollution. This would be managed through a Construction Compound Environmental Management Plan.
  - The design and layout incorporates measures to ensure the J19 Temporary Compound is constructed and operated in a sustainably responsible manner.
  - There is no potential for any hydrology or air quality impacts on the Rochdale SAC and therefore this important nature conservation site is not impacted.
  - The existing bellmouth junction is already designed to an appropriate standard to accommodate the level of traffic movements anticipated. Surrounding public transport services mean the Application Site is very accessible by a range of transport modes

- The Construction Traffic Management Plan will ensure the construction route along the Local Road Network, via Queen Elizabeth II Way, is adequately managed and controlled for the level of traffic set out in this Planning Statement.

8.1.5 In conclusion, this planning statement has demonstrated that the planning application conforms with an up to date development plan as required by paragraph 11 of the NPPF.

## **APPENDIX 1: Planning and Environment Features Plan**

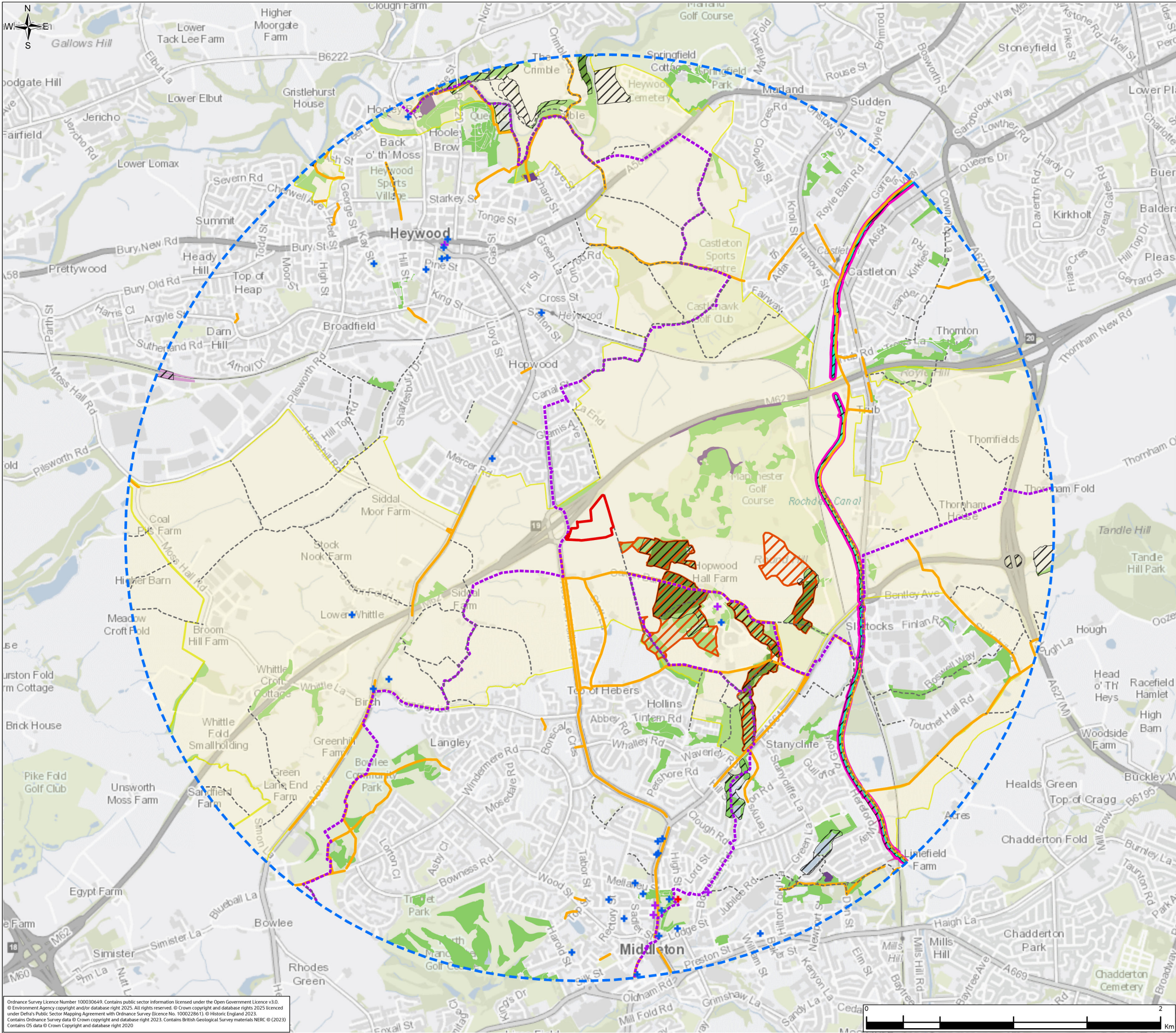
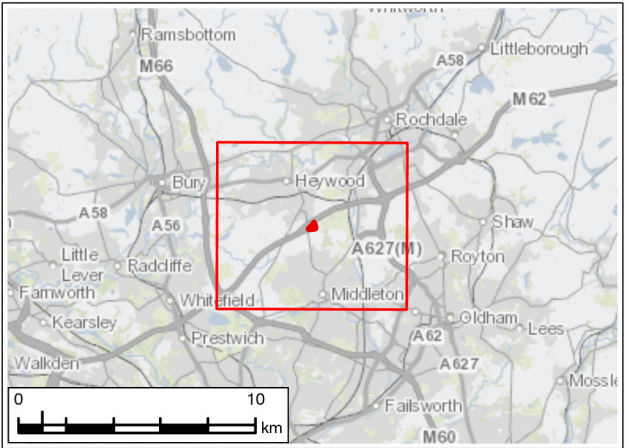


FIGURE 1

- Legend**
- Red Line Boundary
  - 3km Buffer
  - Grade I Listed Building
  - Grade II Listed Building
  - Grade II\* Listed Building
  - Public Rights of Way (PRoW)
  - Rochdale Way Walking Route
  - Local Cycle Routes
  - Sites of Special Scientific Interest
  - Special Areas of Conservation
  - Local Nature Reserves
  - Sites of Biological Importance
  - Ancient Woodland
  - Green Belt
- Priority Habitats Inventory (England) © Natural England**
- Deciduous woodland
  - Lowland fens
  - Lowland heathland
  - No main habitat but additional habitats present



|      |           |                     |       |         |       |        |
|------|-----------|---------------------|-------|---------|-------|--------|
| PO1  | OCT 25    | For Review          | RW    | TW      | MW    | BB     |
| Rev. | Rev. Date | Purpose of revision | Drawn | Check'd | Rev'd | Appr'd |



Project

TEMPORARY CONSTRUCTION COMPOUND  
AT M62 JUNCTION 19

Drawing Title

PLANNING AND ENVIRONMENTAL CONSIDERATIONS

Drawing Status

S3 - FOR REVIEW

|            |          |              |
|------------|----------|--------------|
| Scale @ A3 | 1:25,000 | DO NOT SCALE |
| Jacobs No. | B36601F0 |              |
| Client No. | HE548642 | Rev P01      |

Drawing Number

HE548642-JAC-EAR-SII\_MLT-SK-LE-XXXX

## **APPENDIX 2: Policies Considered in this Planning Statement**

### **Places for Everyone**

Policy JP-1: Sustainable Development.

Policy JP-S2: Carbon and Energy.

Policy JP-S4: Flood Risk and the Water Environment.

Policy JP-S5: Clean Air.

Policy JP-S6: Resource Efficiency.

Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity.

Policy JP-G9: The Green Belt.

Policy JP-P1 Sustainable Places.

Policy JP-P6: Health.

### **Rochdale Borough Core Strategy**

Figure 6, The Spatial Strategy of the Core Strategy show that the application site is within the Green Belt that is covered by Policy G4.

Policy G1: Tackling and Adapting to Climate Change.

Policy G4: Protecting Green Belt.

Policy G5: Managing Protected Open Land.

Policy G7: Increasing the value of biodiversity and geodiversity.

Policy G8: Managing Water Resources and Flood Risk.

Policy G9: Reducing the Impact of Pollution, Contamination and Land Instability.

Policy G10: Managing Mineral Resources.

Policy G11: Managing Waste.

Policy DM1: General Development Requirements. .

### **Rochdale Borough Unitary Development Plan (Saved Policies as Detailed in the Rochdale Core Strategy)**

G/D/2 Green Belt

EM/7 Development and Flood Risk.

NE/2 Designated Sites of Ecological and Geological / Geomorphological Importance.

NE/3 Biodiversity and Development.

### **Greater Manchester Joint Minerals Development Plan**

Mineral Safeguarding Areas (MSAs) for Brick Clay and Coal are designated on and around the Application Site.