

**TEMPORARY CONSTRUCTION COMPOUND AT
M62 JUNCTION 19**
CONSTRUCTION AND OPERATIONAL TRAFFIC
MANAGEMENT PLAN

HE548642-COS-TTM-SII_MLT-PL-W-0004
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1. Introduction

1.1 Project Introduction

- 1.1.1 This Construction and Operational Traffic Management Plan (CTMP) has been prepared to accompany a planning application by National Highways to establish a temporary construction compound at M62 Junction 19 (hereafter the 'J19 Temporary Compound' to support the construction works of the M60/M62/M66 Simister Island Interchange Scheme (hereafter the 'M60 Simister Scheme') for which a Development Consent Order (DCO) for the M60 Simister Scheme was granted by the Secretary of State for Transport on 9 September 2025.
- 1.1.2 Whilst related to construction works covered by the DCO for the M60 Simister Scheme, the temporary compound location is outside the boundary of the DCO and requires separate planning permission under the Town and Country Planning Act 1990.
- 1.1.3 The J19 Temporary Compound would operate for a temporary period of up to five years from the date of any planning permission and will accommodate:
- Site offices and welfare facilities.
 - Car parking for staff and visitors.
 - A security hut and access control point.
 - Materials storage areas (structures, lighting, traffic management, drainage materials etc). Note that there will be no storage of earthworks materials or aggregates at the J19 Temporary Compound.
 - Secure compounds for traffic management equipment.
 - Fuel storage.
 - Material testing laboratory and stores buildings.
- 1.1.4 The Application Site already includes access onto the J19 Heywood Interchange via an existing bell mouth onto the section of the A6046 Middleton Road which forms part of the interchange circulatory. The Application site has previously been used temporarily as a site compound so already comprises of existing hardstanding, car parking and utility infrastructure.

1.2 Scope

- 1.2.1 The CTMP sets out the proposals for the temporary traffic management and operational management measures required during establishment, operation and demobilisation of the of the J19 Temporary Compound situated at Junction 19 on the M62
- 1.2.2 The purpose of the CTMP is to describe the traffic management (TM) processes that would be followed to ensure the establishment, operation and demobilisation phases of the J19 Temporary Compound are completed safely and efficiently, while minimising the impact on customers and stakeholders. It is of the utmost importance that no one should be harmed when travelling or working on the strategic road network (SRN) or the local road network (LRN).
- 1.2.3 The CTMP will briefly describe the application site and context. The CTMP will focus on the following areas:

- Safe access in / out of site.
- Measures to manage the routing of construction traffic.
- Measures for the protection of pedestrians within the site compound (including temporary signage).
- The provision of parking within the site.
- The storage of plant and materials.
- Measures to control the emission of dust, dirt and mud during construction.
- Details of how the approved plan will be implemented and adhered to, including contact details for individuals responsible for ensuring compliance.

1.2.4 This CTMP should be read in conjunction with the Construction Environmental Management Plan which sets out the environmental mitigations for the establishment, operation and demobilisation of the J19 Temporary Compound.

1.3 Construction Programme

1.3.1 Mobilisation of the J19 Temporary Compound on the M62 is due to commence in Spring 2026, from March 2026 for a period of 3 months. The J19 Temporary Compound would be operated from June 2026 to June 2029. The demobilisation of the site would be a period of 4 months until Winter 2029. The restoration back to agricultural uses would occur following demobilisation with an overall timeframe to be agreed through a planning condition.

2. Site Location and Context

2.1 Site Location

- 2.1.1 The location of the J19 Temporary Compound is shown on the Location Plan provided in Application Documents [HE548642-COS-LDC-SII_MLT-DR-W-0001] and illustrated in Figure 1 below.
- 2.1.2 The Application Site already includes access onto the J19 Heywood Interchange via an existing bell mouth onto the section of the A6046 Middleton Road which forms part of the interchange circulatory. The Application site has previously been used temporarily as a site compound so already comprises of existing hardstanding, car parking and utility infrastructure. The Application site provides direct access to the strategic motorway network avoiding impacts upon the Local Road Network.

[illegible]

2.2.1 The J19 Temporary Compound would operate for a temporary period of up to five years from the date of any planning permission and will accommodate:

- 2.2.2 The submitted Site Layout Plan [HE548642-COS-LDC-SII_MLT- DR-W-0003-P02] illustrated how the existing and proposed infrastructure will be utilised for the J19 Temporary Compound.

2.2.3 The operation of the compound includes for normal daytime hours, off peak working hours and 24/7 operation for some activities. Full details included within Section 4.3 of the submitted Planning Statement [HE548642-JAC-GEN-SII WLT-RP-Z-0071].

3. Transport Implications and Impacts

- 3.1.1 A Transport Statement [HE548642-JAC-EGN-SII_MLT-RP-Z-0001] has been submitted in support of the J19 Temporary Compound making assessment of the existing infrastructure, the proposed activities for the establishment, operation and decommissioning of the J19 Temporary Compound and the associated trip generation and distribution. This concluded that
- The amount of inbound and outbound movements generated by the J19 Temporary Compound would have no material impacts on the existing Application Site access, Local Road Network and impact on existing movements on the M62 J19.
 - The trip generation per hour is considered to be within the daily variation that could be expected at this busy motorway junction on the strategic road network and therefore would have a neutral impact on the capacity, operation and safety of the M62 J19.
 - J19 Temporary Compound represents an addition to the site compounds for M60 Simister Scheme, resulting in the redistribution of trips already considered in relation to the DCO. The displacement of some movements from the Mode Hill Lane compound consented in the M60 Simister Scheme DCO to the J19 Temporary Compound are not significant and would not cause any additional issues at either J19 Temporary Compound or the M62 mainline.

4. Vehicle Access

- 4.1.1 Access to the site will be from the existing site access off the M62 Junction 19 roundabout, as shown in Figure 3.
- 4.1.2 Swept path assessments have been undertaken using the heavy-duty vehicles expected to use the compound, including articulated deliveries. The checks confirm that vehicles can enter and exit access without encroaching into opposing lanes or overrunning the verge or kerb. The layout allows vehicles to complete turning manoeuvres with sufficient space to wait within the compound boundary clear of the circulatory.
- 4.1.3 Visibility from the access and line of sight allows drivers of both general traffic and construction vehicles to see and react appropriately to vehicles entering or exiting the compound. The access lies within a signal-controlled environment, meaning traffic movements around the circulatory occur in defined stages. This provides predictable opportunities for safe vehicle entry and exit without affecting overall junction operation.

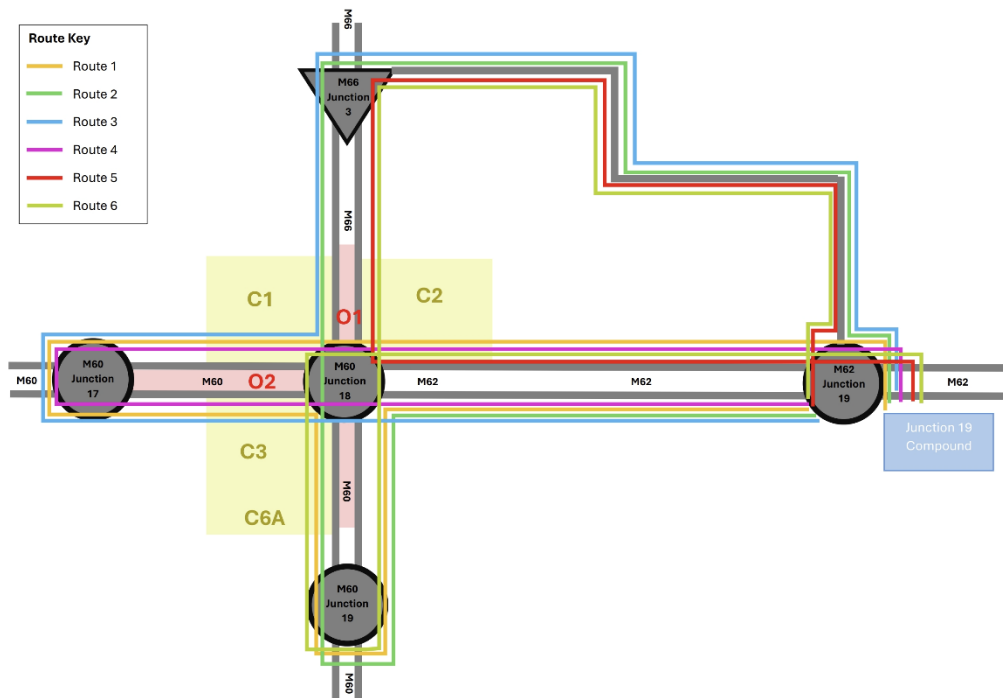
Figure 2: Photos of existing site access



5. Traffic management – off site

- 5.1.1 Good practice measures will be implemented to avoid or reduce impacts of traffic that will be generated to the J19 Temporary Compound.
- 5.1.2 All operatives and site-based staff will be briefed on the access arrangements during their site induction and before attending this works location. Car sharing and provision of lifts, for connecting those using train services to the site, will be encouraged where it is practicable.
- 5.1.3 Deliveries to site will be planned and managed onsite. Deliveries will be planned to avoid peak traffic times where possible. Security will be onsite to coordinate vehicles entering and leaving site via the security gatehouse.
- 5.1.4 A manned site security gate will be placed within the compound area to ensure that no unauthorised members of the public can enter the compound facility. The manned site security gate is situated an adequate distance from the site access point to ensure that traffic does not back up onto the local roundabout, this is shown in Figure 3.
- 5.1.5 Vehicles exiting the compound will give way at the roundabout and only exit onto the roundabout the site entrance when it is safe to do so.
- 5.1.6 Vehicles exiting to go to the M60 Simister Island Scheme would travel one of 6 routes to the respective work areas. The routes are detailed in Figure 6, with Routes 2, 3, 5 and 6 using the Queen Elizabeths II Way (Local Road Network) and the Strategic Road Network and all other routes utilising only the Strategic Road Network.

Figure 3: Vehicle to M60 Simister Island Scheme Access Routes

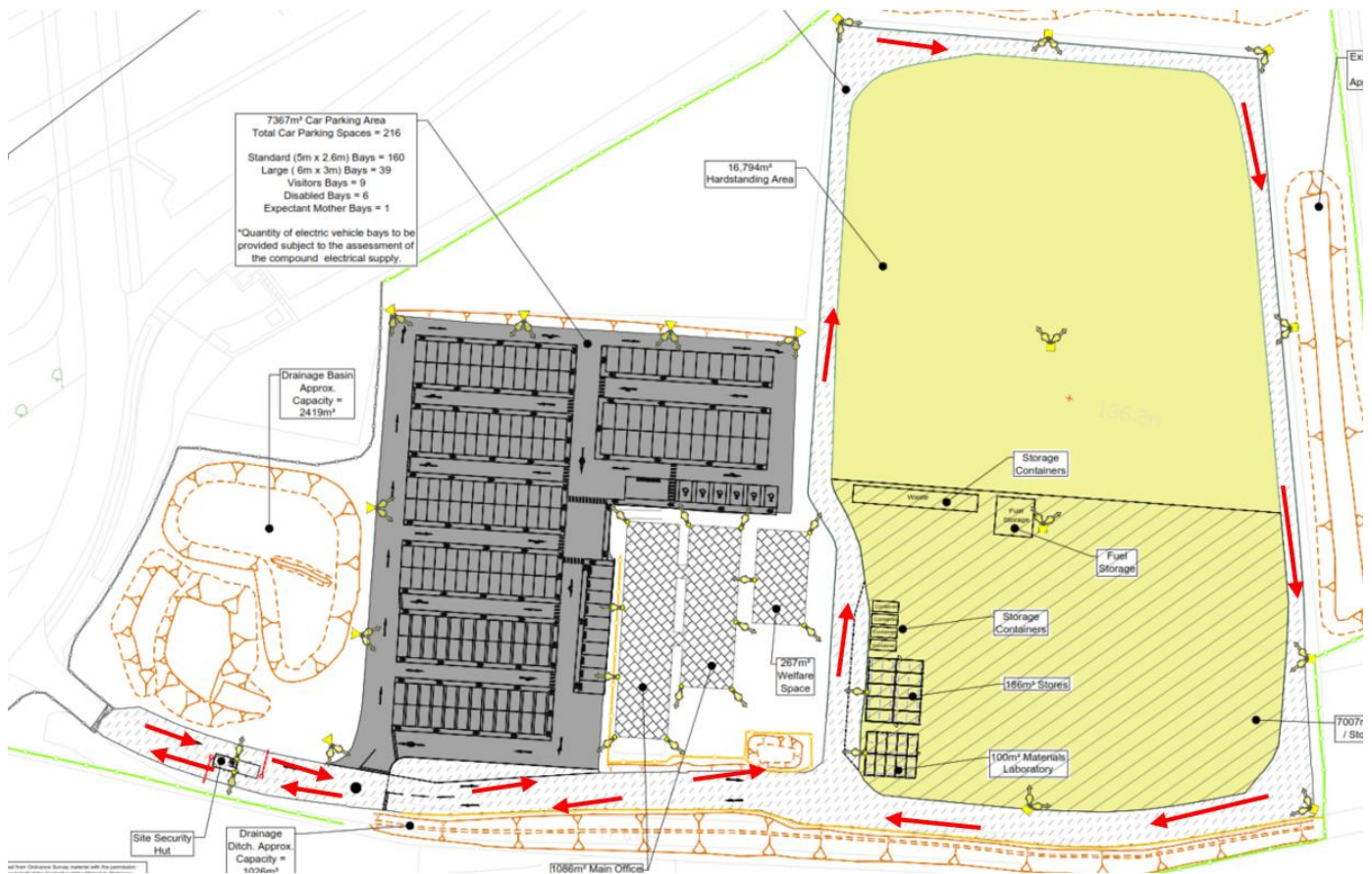


- 5.1.7 The proportion of vehicles using each route throughout Scheme Programme for vehicles Travelling 'Compound to site' and back has been mapped to estimate the traffic impacts. This is presented in detail within the Transport Statement [HE548642-JAC-EGN-SII_MLT-RP-Z-0001].
- 5.1.8 Construction vehicles will be prohibited from using Middleton Road to the North and South of Junction 19. This will be enforced with signage mandating no access to Simister Island Construction Traffic and will also be included in inductions and briefings for regular construction operatives and delivery drivers.

6. Traffic management – on site

- 6.1.1 Within the J19 Temporary Compound Traffic routes are annotated on the surfacing using white lines and signage indicating access points will be provided for deliveries, heavy duty vehicles, site staff, office staff and vans.
- 6.1.2 Construction or traffic management vehicle traffic routes are shown in Figure 5 indicated by the red arrows, using a one-way system, segregated from the parking and access for the office units.

Figure 4: Construction vehicle one way system - edited extract from Site Layout Plan [HE548642-COS-LDC-SII_MLT- DR-W-0003]



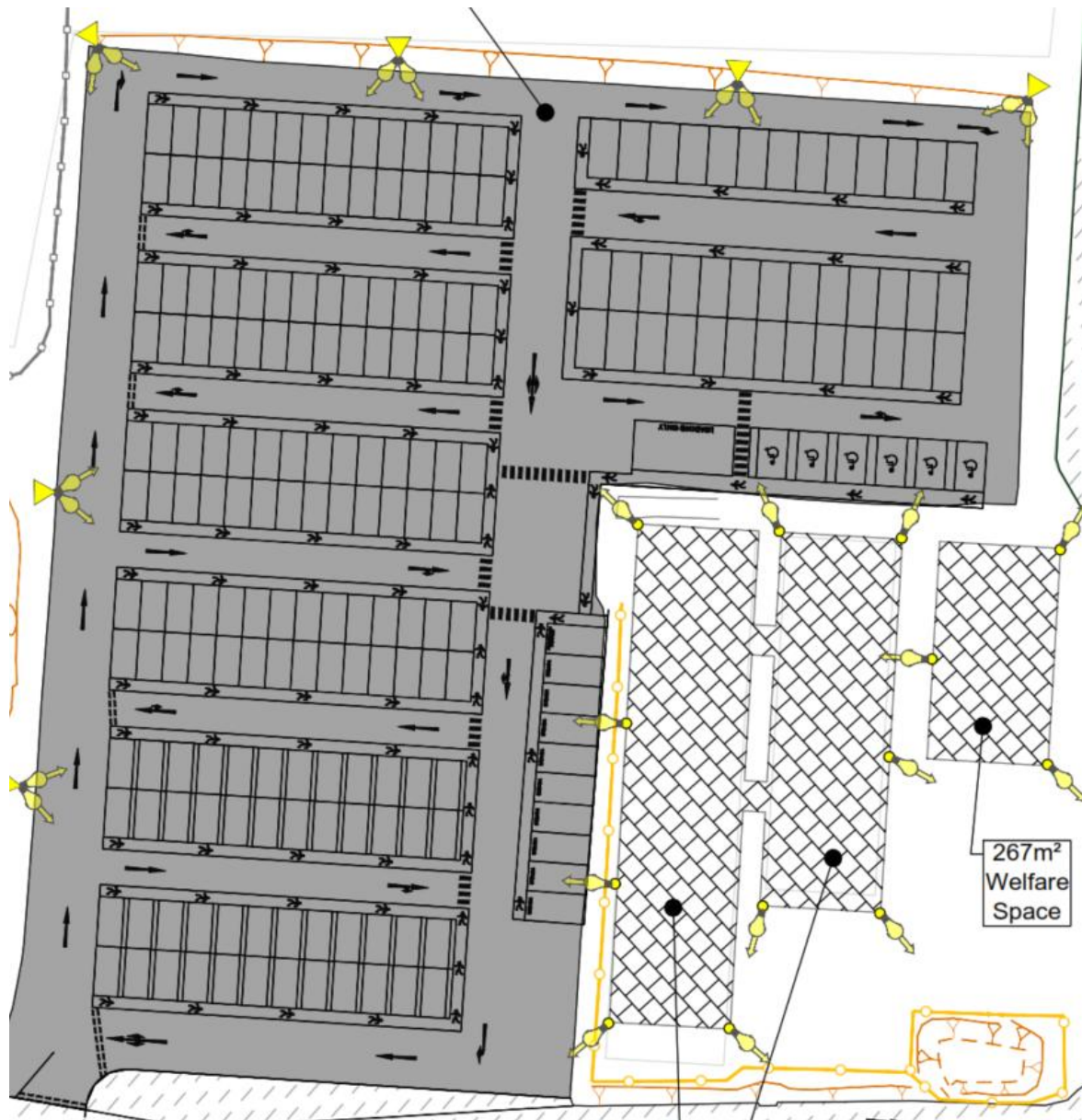
- 6.1.3 Temporary signage will be installed to provide warning of any ongoing works during construction of the compound and during operation. Example signs are shown in Figure 5. Signage will be weighted to ensure it is stable and does not fall into pedestrian or vehicle routes.

Figure 5: Safety Signage Examples



- 6.1.4 Operational vehicle parking is segregated from the staff and visitor parking to minimise the interface between private vehicles and operational traffic. Pedestrian routes will be clearly separated from the vehicle routes using road markings and temporary pedestrian fencing.
- 6.1.5 The compound provides 216 parking spaces, including standard, large, visitor, disabled, and expectant-mother bays; ensuring adequate capacity for staff, visitors, and operational vehicles during peak construction activity. The layout shown in Figure 7 allows for safe circulation and segregation between pedestrians and vehicles, with parking located close to the main office and welfare areas.

Figure 6: Car park and pedestrian access layout – extract from Site Layout Plan [HE548642-COS-LDC-SII_MLT- DR-W-0003]



6.2 Compound, Fencing and Security

- 6.2.1 Secure boundary fencing is already in place. The compound will have 24/7 manned security and a security gate to ensure there is no pedestrian or vehicular access to the site from members of the public without authorisation.

6.3 Site Lighting

- 6.3.1 The submitted Site Layout Plan [HE548642-COS-LDC-SII_MLT- DR-W-0003] includes the location and number of lighting units proposed to be installed for the J19 Temporary Compound
- 6.3.2 Temporary site lighting would be provided to ensure safe working conditions and to maintain security within the J19 Temporary Compound.

- 6.3.3 The proposed lighting strategy for the J19 Temporary Compound 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.
- 6.3.4 Lighting provision within a temporary construction compound is not solely for routine operational use and security. A critical function is to support safe evacuation and emergency response in the event of fire, accident, or other incidents. Lanterns mounted to cabins and along access routes ensure that:
- Personnel can safely exit accommodation and welfare units in darkness or reduced visibility (e.g. power failure, smoke, or adverse weather).
 - Escape routes are illuminated sufficiently to avoid slips, trips, or congestion at muster points.
 - Emergency services can quickly access the compound and locate hazards without delay.

6.4 Control of Dust, Dirt and Mud

- 6.4.1 The J19 Temporary Compound is an existing area of hardstanding, constructed of bound materials. As a result, vehicles accessing the work area will not be affected by dirt or dust from the site. Notwithstanding, prior to leaving the Junction 19 compound all vehicles, plant and equipment will be checked to ensure their cleanliness, by the supervisor and cleaned as deemed required.
- 6.4.2 If any material still makes it onto the adjacent roads or footways will be cleaned by a road sweeper immediately.

6.5 Protection of the public / pedestrians

- 6.5.1 There is no pavement link to the entrance point of J19 Temporary Compound, meaning that the pedestrian interface is likely to be negligible. Should pedestrians enter the site they will be stopped at the Security Gate until a member of the Construction Team is contacted to escort the pedestrian to the site office or off the premises.

7. Implementation of the CTMP

- 7.1.1 Robust procedures will be put in place to inform and supervise all those working on the site, including any contractors, to make sure the CTMP is implemented in full. Site checks and inspections will be carried out regularly to ensure compliance
- 7.1.2 A mandatory Start of Shift Briefing would be held every morning by the Front-Line Supervisor (FLS) and all operatives must attend. The FLS is responsible for the supervision and delivery of the works on site. During the Start of Shift Briefing the site teams are informed of the day's activities and what to expect throughout the shift. They are also briefed on their individual responsibilities in relation to this CTMP, to ensure full implementation of this plan.

8. Demobilisation

- 8.1.1 Following completion of the Simister Island Scheme the J19 Temporary compound would be decommissioned. The demobilisation process will be as follows:

8.1.2 Removal of Temporary Infrastructure

- Site cabins and welfare units will be removed typically by using cranes and low loaders.
- Compound infrastructure such as drainage, lighting, and security will be removed using excavators with waste materials removed from site using grab wagons, lorry mounted cranes, vans, and rigid wagons.
- Groundworks and Reinstatement – Hardstanding removal – Stone haul roads and compound bases are excavated using excavators and loaded into wagons. Vehicle trips are controlled to avoid mud transfer; wheel washing facilities remain operational until final load leaves.
- Soil reinstatement – The stockpiled subsoil will be placed and reinstated and the topsoil spread and cultivated. Movements will comprise dumpers or tractors with soil-spreading trailers.

8.1.3 To ensure that there are no traffic impacts on and off site

- Continued enforcement of restriction of construction vehicles from use of Middleton Road
- Continued use of wheel wash, road sweepers, and sheeting of loads is essential to prevent mud and dust affecting public highways.
- Weekly planning updates and start of shift briefings would be used to ensure on-site traffic management measures are communicated to align with up-to-date site conditions as the site is returned to agriculture.

9. Communication

- 9.1.1 A Community Liaison Manager will be appointed to distribute communications with the local community and other interested parties regarding the mobilisation, operation and demobilisation of the J19 Compound allowing ample time for notification.
- 9.1.2 The communications issued as part of the J19 Compound will include contact details for the scheme (M60J18SimisterIslandInterchange@nationalhighways.co.uk / Customer Contact Centre 0300 123 5000).
- 9.1.3 The Community Liaison Manager will respond to any enquiries that are received as a result of the J19 Temporary Compound in line with the National Highways Written Correspondence guidelines. All complaints received will be investigated and actioned as per the National Highways complaints procedure. This can be accessed on the National Highway webpages <https://nationalhighways.co.uk/about-us/complaints-process/>.