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Good Morning,

Good Afternoon,

On behalf of National Highways, please accept this submission of an Environmental Impact Assessment Screening Opinion Request for a Temporary Construction Compound at M62 J19 Compound.

Please find attached the following;

- Covering letter forming the Screening Opinion Request
- EIA Screening Report including
 - Appendix A: Location Plan
 - Appendix B: Environmental Constraints Plan
 - Appendix C: EIA Screening Checklist

Our conclusion, set out within the documents enclosed, is that an EIA is not required. An EIA screening opinion is requested to confirm this, and we look forward to receiving it within the 21-day period.

Please contact me if you have any questions or require any further information.

Kind regards,

[REDACTED]

[REDACTED]

[REDACTED]

TEMPORARY CONSTRUCTION COMPOUND AT M62 JUNCTION 19 ENVIRONMENTAL SCREENING REPORT

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1. Introduction

1.1 Purpose of this report

- 1.1.1 National Highways is intending to submit a planning application to Rochdale Borough Council 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'). 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. The purpose of this report is to support a request for a Screening Opinion from Rochdale Borough Council under Part 2 regulation (6) of the Town and Country Planning (Environmental Impact Assessments) Regulations 2017 (hereafter referred to as the EIA Regulations).
- 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 and jet wash facilities.
 - Material testing laboratory and stores buildings.
- 1.1.4 The location of the J19 Temporary Compound is shown on the Location Plan provided in Appendix A of this report (the 'Application Site').
- 1.1.5 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. Prior to this, the Application Site was agricultural land.
- 1.1.6 The J19 Temporary Compound would only be used during the construction phase for the M60 Simister Scheme and would be returned to its original agricultural use following demobilisation. However, the use of the compound is clearly related to the M60 Simister Scheme and therefore the need for EIA needs to be considered in this context.

- 1.1.7 The J19 Temporary Compound does not fall within Schedule 1 as although the M60 Simister Scheme is the construction of a motorway which is Schedule 1, the compound in itself does not meet the criteria contained in part 24 of Schedule 1. The Junction 19 Compound would be an extension to the M60 Simister Scheme as it would provide an additional temporary compound facility to complement the existing temporary construction compounds set out within the M60 Simister Scheme DCO application. This request for an EIA screening opinion is therefore made as the J19 Temporary Compound is considered to fall within the EIA Regulations, Schedule 2, 13(a): changes and extensions to an authorised scheme.
- 1.1.8 Further information on the need for the J19 Temporary Compound and its relationship with the M60 Simister Scheme DCO is discussed in Section 1.2.
- 1.1.9 In accordance with Regulation 6 of the EIA Regulations, this report contains:
- a plan sufficient to identify the land (Appendix A)
 - a description of the development contained in Chapter 2 of this report, including in particular:
 - a description of the physical characteristics of the development and, where relevant, of demolition works (Section 2.2)
 - a description of the location of the development, with particular regard to the environmental sensitivity of geographical areas likely to be affected (Section 2.1 and Chapter 4)
 - a description of the aspects of the environment likely to be significantly affected by the development (Chapter 4)
 - to the extent that the information is available, a description of any likely significant effects of the proposed development on the environment (Chapter 4) resulting from:
 - the expected residues and emissions and the production of waste, where relevant
 - the use of natural resources, in particular soil, land, water and biodiversity.

1.2 Need for the Development

- 1.2.1 The M60 Simister Scheme key objectives are to improve the journey experience for users of the National Highways network (reducing congestion at peak times, reducing journey times, delivering more reliable journey times), provide a scheme that is safe for all road users, minimise the impact of the scheme on the surrounding environment, and support future economic growth across the Greater Manchester area by delivering against local aspirations set out in regional and local authorities' transport strategies and local plans.
- 1.2.2 The M60 Simister Scheme involves a number of works including, but not limited to, the following alterations of existing alignments, new elements, and new major structures:
- A new free-flow link from the M60 eastbound to the M60 southbound (the 'Northern Loop').
 - Widening of the M66 southbound through M60 J18 from two lanes to four lanes.

- Realignment of the M66 southbound diverge slip road to M60 J18 to accommodate the Northern Loop structure, including a new overbridge where the slip road crosses the Northern Loop and realignment of the left turn lane to the M62 eastbound.
- The existing one lane M60 eastbound to M66 northbound free flow link would be retained. The alignment of the approach to the free flow link would change as the M60 eastbound off-slip to the J18 circulatory would be closed for use by the public.
- Widening of M60 northbound to M60 westbound free flow link from one lane to two lanes.
- Realignment of the existing M62 westbound to M60 southbound free flow link.
- The M60 eastbound off-slip to J18 and southbound on-slip to the M60 would both be closed for use by the public, with only authorised access provided; the lanes on the roundabout would change to a new alignment to reflect the closures.
- Widening of the existing four-lane Controlled Motorway between M60 J17 to J18 to provide an additional lane each side with a new hard shoulder.
- Simister Pike Fold Viaduct: A three-span bridge (west, east and main span) to carry the new M60 eastbound to M60 southbound link (the Northern Loop) over the M66 and slip roads.
- Simister Pike Fold Bridge: A standard height, single-span fully integral bridge carrying the M66 southbound off-slip road over the Northern Loop.

1.2.3 The made DCO application documents and reports can be viewed on the National Infrastructure Planning website (link provided): <https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/TR010064/documents>.

1.2.4 The M60 Simister Scheme includes the provision of a main site compound near Mode Hill Lane, and four satellite compounds: north, north-east, south-east and south-west. All compounds use land which is currently in agricultural use. The main site compound includes for the provision of a site compound office and welfare buildings, and car parking.

1.2.5 In discussion with Rochdale Borough Council, National Highways have been exploring an opportunity to utilise this existing infrastructure at M62 J19 in addition to the site compounds for the M60 Simister Scheme. The proposal comprises moving elements from within the main site compound of the M60 Simister Scheme to the existing infrastructure location at M62 J19, including compound office and welfare buildings and associated car parking and storage. 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 could be established quickly providing a base to enable effective construction mobilisation through the use of the existing access bell mouth, access road, car park, cabin foundations and utilities connections, storage area and fencing at J19 Temporary Compound. 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 are suitable for use at the J19 Temporary Compound and will be able to be placed on the existing cabin foundations.

- 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. Providing 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 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.

1.2.6 Planning permission is required for the temporary use of the existing hardstanding and utility infrastructure on the land adjacent to the M62 J19 for the siting of temporary office cabins and use as a construction compound to support delivery of the M60 Simister Scheme for a period of up to 5 years.

1.2.7 In the event that planning permission is not granted for the J19 Temporary Compound, the main site compound near Mode Hill Lane would still operate as consented in the DCO.

2. The Development

2.1 Background and Location of the Development

- 2.1.1 Between October 2022 and May 2023, a construction compound was formed on land previously used for agriculture, adjacent to the M62 J19 to service the National Highways M62 J20-25 Safety Enhancements Scheme. The compound was occupied from May 2023 and was expected to be operated for three years, but due to the cancellation of the Safety Enhancements Scheme the compound was closed later in 2023 and the office cabins were moved off site in February 2024. Except for the office cabins, all the other infrastructure was left on site by agreement with the landowner and the land was returned to the landowner. The location of this J19 Temporary Compound is shown on the Location Plan provided in Appendix A of this report, which also includes a red line boundary for the J19 Temporary Compound application.
- 2.1.2 The J19 Temporary Compound has direct access from the M62 J19 via a bell mouth junction, and is located 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. The J19 Temporary Compound is located approximately 5 kilometres (km) south-west of Rochdale town centre at grid reference: SD 86651 08845 located within the Rochdale Borough Council administrative area.
- 2.1.3 The M62 runs east to west, with the Application Site located to the south of the eastbound carriageway. The Application Site is located east of J19 Heywood Interchange and 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 in proximity of the Application Site, closest approximately 70 metres (m) west of the Application Site.
- 2.1.4 The Application Site is predominantly comprised of a bell mouth access with access roads, car parking, surface and foul drainage systems, internal access roads, fencing, soil bunds, and utility infrastructure (power and water) associated with the previous compound use. ,
- 2.1.5 Details regarding environmental constraints can be found in Chapter 4 of this report. Key environmental constraints are shown on the Environmental Constraints Plan provided in Appendix B of this report.

2.2 Description of the Development

Programme

- 2.2.1 The mobilisation, operation and decommissioning of the J19 Temporary Compound would likely take place over a 44 month period (see Table 2-1).

Table 2-1 Anticipated Programme

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
Mobilisation of the Site Compound																								
Simister Scheme Main Construction Works																								
Simister Scheme Demobilisation of Compound																								

Establishment

2.2.2 It is anticipated that the duration of the compound establishment works would take up to four months, commencing from March 2026 with the compound being fully operational in June 2026.

2.2.3 The compound establishment works will primarily consist of re-establishing the temporary cabin units (cabin units) which previously included 36 cabin units, accommodating office and welfare facilities. The gross external floor space of the cabin units is estimated at 1,404 square metres (m²). The intention is to arrange the cabin units in the same configuration as the previous cabin layout.

2.2.4 The key activities are likely to include:

- Preparation for site cabin units, including the making ready of any surfaces where the cabin 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.

- 2.2.5** Access to the Application Site will be via the existing bell mouth onto the section of the A6046 Middleton Road which forms part of the interchange circulatory.

Operation

- 2.2.6** The M60 Simister Scheme main construction works total approximately 37 months, commencing in June 2026 and concluding in June 2029. The J19 Temporary Compound would operate within the same limitations set out by the Register of Environmental Actions and Commitments (REAC) for the M60 Simister Scheme DCO. This only allows working outside normal day time hours (Monday to Friday, 0700-1900 and 0700-1300 Saturdays) where activities defined in the DCO need to be undertaken overnight between 1900 and 0700 or at the weekends and bank holidays. 24/7 access to the compound will be required for security reasons.
- 2.2.7** The primary function of the J19 Temporary Compound during operation will be to provide office and welfare facilities for site staff and construction workforce during the construction phase of the M60 Simister Scheme. The site compound would be the location from which key activities ancillary to the core construction works would be carried out.
- 2.2.8** The key activities and facilities to be contained within the J19 Temporary Compound are likely to include:
- 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
 - site stores compound, including subcontractor material storage yards and plant yards and laydown areas.
 - materials testing laboratory facilities.
 - CCTV traffic control facility
 - vehicle free recovery unit and storage, with customer care centre
 - 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).
- 2.2.9** The J19 Temporary Compound would not be used for any noisy activities during operation. Traffic generation during operation will not use the A6046 Middleton Road north and southbound beyond accessing the M62 and Queen Elizabeth II Way via the interchange. As set out in Chapter 4, traffic movements on the Local Road Network will not be significant.

2.2.10 The anticipated private and commercial, light duty, and heavy duty vehicle movements comprise: dayshift arrivals; lunch breaks; dayshift departures; night shift arrivals; night shift departures; contractor vans; contractor minibuses; supply chain vans; supply chain transit tippers; supply chain minibus; traffic management vans; general delivery vans; road sweeper; rigid tipper up to 32 tonnes; articulated lorry; and flatbed low loader. A forecast for the peak and average vehicle movements during operation of the J19 Temporary Compound is provided in Table 2-2. The anticipated forecast does not include site servicing and refuse collection which may be required as the frequency of vehicle movements are not anticipated to be required daily.

Table 2-2 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	248	218	191	168	30	27
Lunch break	50	44	n/a	n/a	n/a	n/a
Nighttime	76	68	84	74	8	6
Total	374	330	275	242	38	33

Decommissioning

- 2.2.11 Decommissioning of the J19 Temporary Compound is expected to commence from July 2029.
- 2.2.12 Demobilisation will involve removal of all operation associated plant, equipment, vehicles, cabins, and materials.
- 2.2.13 The Application Site will then be reinstated to an agricultural field utilising the existing topsoil storage bunds which have been retained on the Application Site. It is expected this will require reinstatement to suit adjacent landform and of soils, as well as some boundary landscaping.
- 2.2.14 The bunds located along the northern and eastern boundaries are where surplus soil was stored at the time of the original construction of the M62 J20-25 Safety Enhancements Scheme compound. They will not be touched during the establishment and operation of the J19 Temporary Compound but the material within them would be utilised during decommissioning for the reinstatement of the Application Site back to agricultural farmland.

3. EIA Screening Considerations

3.1 Approach to EIA Screening

- 3.1.1 The EIA Regulations define 'EIA development' as either a 'Schedule 1 development; or a Schedule 2 development likely to have significant effects on the environment by virtue of factors such as its nature, size or location'. The purpose of this report is to provide the information required to determine:
- whether the J19 Temporary Compound falls into either Schedule 1 or Schedule 2 of the EIA Regulations
 - if it falls into Schedule 2, whether it is likely to have significant effects on the environment (with reference to the selection criteria in Schedule 3 of the EIA Regulations).
- 3.1.2 In determining whether the J19 Temporary Compound constitutes an EIA development, consideration should be had to the following:
- If the J19 Temporary Compound is of a type of development listed in Schedule 1.
 - The thresholds for Schedule 1 development generally relate to major projects which, by virtue of their scale, location, appearance or the type of activity, have the potential to impact on the environment. These types of projects are specifically defined in the EIA Regulations and automatically require an EIA.
 - If the J19 Temporary Compound is listed in Schedule 2 and/or whether it is located within a sensitive area.
 - A development falls under Schedule 2 if it matches one of the categories described in column 1 of the table in Schedule 2 of the EIA Regulations, and:
 - a) An applicable threshold or criterion in the corresponding part of Column 2 of that table is respectively exceeded or met in relation to that development, or
 - b) Any part of that development is to be carried out in a sensitive area.
- With respect to 'a)', Schedule 2 provides a table of descriptions and thresholds to help define this.
- With respect to 'b)', sensitive areas are defined in the EIA Regulations by reference to a list of specific designations that can be applied to areas of land by National or European legislation or by international conventions to which the UK is a signatory. This includes SSSI, European sites such as SAC and Special Protection Areas, National Parks, the Broads, Areas of Outstanding Natural Beauty (now known as National Landscapes), World Heritage Sites and Scheduled Monuments. Other considerations of sensitive area may also be appropriate such as local designations, not included in the definition of sensitive areas within the EIA Regulations, but are nevertheless environmentally sensitive, or any national or internationally agreed environmental standards (e.g. water quality) are already being approached or exceeded.
- Would the J19 Temporary Compound lead to likely significant effects on the environment.

- Schedule 3 of the EIA Regulations sets out selection criteria for screening Schedule 2 developments, to determine whether they are EIA developments. These criteria relate to specific matters including:
 - a) the characteristics of the development
 - b) the location of the development
 - c) the characteristics of the potential impact.

3.1.3 These factors have been considered as part of the screening process and are set out in Chapter 4 of this report.

3.2 EIA Screening

3.2.1 The need for an EIA screening opinion for this J19 Temporary Compound has utilised a sequential screening process in accordance with the EIA Regulations, which has been summarised in Table 3-1.

3.2.2 The sequential screening process determined that the J19 Temporary Compound is not considered to fall within Schedule 1 of the EIA Regulations. The J19 Temporary Compound falls under Schedule 2, Paragraph 13(a) of the EIA Regulations as a change or extension and therefore requires screening to determine whether it is likely to have significant effects on the environment.

3.2.3 This report supports the EIA Screening Opinion request (set out in the covering letter) to outline potential environmental impacts resulting from its establishment, operation and decommissioning along with appropriate mitigation and control measures as necessary. Chapter 4 of this report sets out the environmental baseline and the Schedule 3 EIA screening assessment.

Table 3-1 EIA sequential screening process

EIA Screening question	Answer	Comments
1 – Is the J19 Temporary Compound described in Schedule 1 of the EIA Regulations?	No	The Construction of a Motorway is a type of development listed within Schedule 1. However, as stated in paragraph 1.1.3, although the J19 Temporary Compound forms part of the M60 Simister Scheme which qualifies as a NSIP under the Planning Act 2008, the J19 Temporary Compound does not meet the thresholds of Schedule 1 development on its own (see paragraph 1.1.7). It therefore does not meet the qualifying criteria contained in paragraph 24 of Schedule 1.
2 – Is the J19 Temporary Compound described in Schedule 2 of the EIA Regulations?	Yes	The J19 Temporary Compound falls under Schedule 2, Paragraph 13(a) <i>'Any change to or extension of development of a description listed in Schedule 1 (other than a change or extension falling within paragraph 24 of that Schedule) where that development is already authorised, executed or in the process of being executed.'</i>
3 – Does the J19 Temporary Compound exceed or meet any of the relevant thresholds and criteria of Schedule 2?	Yes	The table indicates applicable thresholds and criteria for Schedule 2, Paragraph 13(a), of which threshold (i) states: <i>'The development as changed or extended may have significant adverse effects on the environment'</i> .

EIA Screening question	Answer	Comments
		13(a) (ii) does not apply as it is an either/or statement as to whether (i) or (ii) applies, and we have applied (i).
4 – Is the J19 Temporary Compound within, partly within, or near a 'sensitive area'?	No	See Chapter 4.
5 – Taking account of the selection criteria in Schedule 3, is the J19 Temporary Compound likely to have significant effects on the environment?	No	See Chapter 4.
6 – Is the J19 Temporary Compound likely to have a significant environmental effect?	No	It is not considered that the J19 Temporary Compound will lead to any significant environmental effects.

4. Environmental baseline and screening

4.1 Introduction

- 4.1.1 This chapter includes a summary of the screening assessment undertaken for the J19 Temporary Compound. Key environmental constraints are shown on the Environmental Constraints Plan provided in Appendix B of this report.
- 4.1.2 As noted in Section 3.2, the J19 Temporary Compound falls under Schedule 2 of the EIA Regulations therefore it is considered that there is potential for significant adverse effects. Therefore, the criteria outlined in Schedule 3 of the EIA Regulations have been considered.
- 4.1.3 To aid in evaluating the Schedule 3 criteria, the Government has created an EIA Screening Checklist (Planning Inspectorate, 2021), which is utilised by the Planning Casework Unit and the Planning Inspectorate during EIA development screening. Although the use of the checklist is not a requirement, it is a useful basis for the screening process as it essentially summarises the contents of Schedule 3 into a manageable format. The full screening assessment including the baseline is outlined in Appendix C, providing an assessment of the J19 Temporary Compound in relation to the Schedule 3 criteria through completion of the relevant sections of the checklist.

4.2 Biodiversity

Overview

- 4.2.1 A Preliminary Ecological Appraisal and UK Habitats Classification survey was undertaken at the Application Site in August 2025 to establish the ecological baseline. The results of the survey have informed this assessment. The Preliminary Ecological Appraisal will support the planning application which will provide further details in line with the following conclusions. The Preliminary Ecological Appraisal is not appended to this report to avoid duplication.
- 4.2.2 A Habitats Regulations Assessment (HRA) was undertaken by the Applicant for the M60 Simister Scheme Environmental Statement. The outcome of the assessment which concluded that there would be no adverse effects on the integrity of any European designated site, is applicable to the J19 Temporary Compound. It is considered that the conclusions reached in the assessment of the M60 Simister Scheme DCO can be applied to this assessment. The detail in Appendix C relating to HRA is not to be considered a HRA, instead it is provided as context to this assessment.

Potential Impacts and Mitigation

Protected Areas

- 4.2.3 There would be no direct impacts on any designated sites through habitat loss, fragmentation or spread of invasive non-native species. The designated sites and their location are outlined in Appendix C, and include: Hopwood Woodlands Local Nature Reserve (LNR); Glade & Oaken Bank Woods Site of Biological Interest (SBI); Hopwood

Clough SBI; and Rochdale Canal Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI).

- 4.2.4 During operation, there are potential pathways to effect through changes in hydrology and air quality changes. The existing drainage within the Application Site would ensure water generated on site is contained within attenuation ponds before passing through an interceptor prior to discharge, therefore ensuring no impacts on designated sites by changes in hydrology. Air quality impacts on designated sites can be discounted as thresholds specified in guidance for average annual daily traffic flow (AADT) or for heavy duty vehicles will not be exceeded by volumes of traffic using the J19 Temporary Compound.
- 4.2.5 The M60 Simister Scheme HRA identified evidence to indicate that the Rochdale Canal SAC and SSSI qualifying species is tolerant of a wide range of nutrient conditions, and that the canal, as a mesotrophic water body, is not sensitive to changes in air quality. It is therefore appropriate to conclude that the J19 Temporary Compound would have no effect on the SAC's Conservation Objectives and there would be no adverse effect on the integrity of the SAC or SSSI as a result of the M60 Simister Scheme alone or in combination with other plans or projects. Therefore, there is also no potential pathway to effect from the J19 Temporary Compound due to changes in air quality as the SAC and SSSI are not sensitive to changes in air quality.

Protected Species

- 4.2.6 The J19 Temporary Compound does not require loss of habitat as part of the establishment phase. Boundary features such hedgerows and trees would be retained, and would be unaffected by operation of the J19 Temporary Compound by ensuring all lighting is directional to minimise light spill onto these habitats.
- 4.2.7 There is potential for impacts to protected species during decommissioning phase of the project where deconstruction of the Compound could lead to the killing or injury, or disturbance of fauna. Works to and subsequent removal of the attenuation pond and ditch could lead to killing/injury of Great Crested Newt (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, 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.
- 4.2.8 Whilst no mitigation is required to avoid significant effects, the Applicant would implement mitigation to ensure no breach of wildlife legislation, and this would further reduce the likelihood of any impacts to fauna. Such measures would include licencing for GCN, sensitive timing of works and presence of an Ecological Clerk of Works during site establishment and decommissioning.
- 4.2.9 Establishment, operation and decommissioning would be managed through a Construction Environmental Management Plan which would include general ecological and invasive species best practice measures.

Likely Significant Effects

- 4.2.10 No significant effects to biodiversity are anticipated as a result of the J19 Temporary Compound.

4.3 Water Resources

Overview

- 4.3.1 A Flood Risk Assessment will support the planning application which will provide further details in line with the following conclusions. The Flood Risk Assessment is not appended to this report to avoid duplication.

Potential Impacts and Mitigation

- 4.3.2 No impacts associated with Source Protection Zones, Drinking Water Protected Areas or Drinking Water Safeguard Zones.
- 4.3.3 Mitigation measures during the establishment, operational and decommissioning phases of the J19 Temporary Compound will manage runoff from impermeable surfaces through provision of an appropriate drainage system. The drainage strategy associated with the drainage system will ensure that the discharge of runoff is lower than existing greenfield runoff rates meaning that there is no increase in potential flood risk downstream. 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 attenuation pond on the Application Site. In cases where the pond is utilised it would also act to provide water quality treatment through deposition of sediments.

Likely Significant Effects

- 4.3.4 No significant effects to or from water resources are anticipated as a result of the J19 Temporary Compound.

4.4 Air Quality

Overview

- 4.4.1 In agreement with Rochdale Borough Council, the planning application will not be supported by an Air Quality Assessment as the J19 Temporary Compound has screened traffic data using the same methodology as the M60 Simister Scheme DCO using the Design Manual for Roads and Bridges (DMRB) LA 105 road traffic screening criteria instead of the Institute of Air Quality Management methodology.

Potential Impacts and Mitigation

- 4.4.2 Due to existing low monitored concentrations in the vicinity of J19 and the similarly low concentrations predicted for the M60 Simister Scheme, the likelihood that nitrogen dioxide (NO₂) and particulate matter (PM₁₀) air quality objectives or limit values would be exceeded due to additional road traffic generated by the J19 Temporary Compound is extremely low. Therefore, a significant effect is considered very unlikely given the limited additional road traffic that would be accessing the Application Site .
- 4.4.3 As the J19 Temporary Compound has screened traffic data using the same methodology as the M60 Simister Scheme DCO (i.e., not using Institute of Air Quality Management methodology), the DMRB LA 105 criteria are not exceeded on any road affected by the J19 Temporary Compound. Therefore, no significant effect from road traffic is likely.
- 4.4.4 The following best practice mitigation for air quality will be implemented during establishment, operation and decommissioning, meaning that on-site activities would be mitigated for on-site dust and associated emissions and therefore there would be no significant effects:
- A Construction Environmental Management Plan will be prepared that will include dust mitigation measures in accordance with the Institute of Air Quality Management Guidance on the assessment of dust from demolition and construction.
 - A Construction Environmental Management Plan will be prepared that will include air quality management measures to be implemented in accordance with it during the proposed works.
- 4.4.5 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 NO₂ annual average air quality objective exceedances in 2016. There have been no recent air quality objectives or limit value exceedances in the vicinity of J19 or the surrounding road network since 2020.

Likely Significant Effects

- 4.4.6 No significant air quality effects are anticipated as a result of the J19 Temporary Compound.

4.5 Noise and Vibration

Overview

- 4.5.1 A Noise Impact Assessment will support the planning application which will provide further details in line with the following conclusions. The Noise Impact Assessment is not appended to this report to avoid duplication.

Potential Impacts and Mitigation

- 4.5.2 Establishment, operation and decommissioning activities would be localised and short-term. It is expected that any noise impacts could be mitigated by use of Best Practicable Means, and that effects at receptors would not be significant.
- 4.5.3 Vibration generating activities may occur during the decommissioning phase through breaking out of hardstanding. Due to sensitive receptors within the study area, it will be necessary to implement good practice mitigation and monitoring measures during decommissioning. A Construction Environmental Management Plan will be developed and implemented that will include noise and vibration management measures. It will adopt a range of industry standard good practice construction phase noise mitigation and monitoring measures and general control measures. Following implementation of the mitigation measures, levels of vibration are expected to be below thresholds for the onset of likely significant effects.
- 4.5.4 The day-to-day operation of the Application Site will include the use of plant for the storage of materials, and there will be movements of heavy and light vehicles on-site. The Application Site will use mains electric, and so the use of generators is not anticipated. The operation of the Application Site is therefore expected to generate less noise than the site set up, and any noise impacts can be mitigated by use of Best Practicable Means. Noise effects at receptors would therefore not be significant.
- 4.5.5 Any change in road traffic noise from likely increases in road traffic is expected to be not significant. Traffic will be using both the strategic road network and local road network; Queen Elizabeth II Way, Pilsworth Road, Moss Hall Road and Hareshill Road as well as M66 and M62, to access the M60 Simister Scheme site. These roads are in regular use and the J19 Temporary Compound is unlikely to result in sufficient additional traffic to result in changes in road traffic noise that are significant.

Likely Significant Effects

- 4.5.6 No significant noise and vibration effects are anticipated as a result of the J19 Temporary Compound.

4.6 Geology and Soils

Overview

- 4.6.1 In agreement with Rochdale Borough Council, the planning application will not be supported by the following assessments: Agricultural Land Classification Report; Contamination Report/Phase 1 Site Investigation; and Coal Mining Risk Assessment.

Potential Impacts and Mitigation

- 4.6.2 As there are no landfills within 250m of the Application Site, minimal likelihood of a pathway to mobilise any potential contamination currently within potential made ground on site, and no disturbance of bunds during the remobilisation and temporary operation, potential impacts are not expected.

- 4.6.3 During operation, the Application Site will utilise a Sustainable Drainage System meaning that there will be no uncontrolled run-off. This will mean there is minimal risk to surface and groundwater.
- 4.6.4 During decommissioning of the Application Site and its reinstatement to agricultural land, surplus soil stored as bunds will be re-used within the Application Site boundary, subject to inclusion of materials management measures in the Construction Environmental Management Plan and appropriate testing to ensure suitability for re-use. This will allow the land to be reinstated to suit adjacent landform and returned to agricultural use. Made ground material or soil unsuitable for re-use on site will be taken off site handled and disposed of accordingly with appropriate Waste Acceptance Criteria testing. Therefore, there is no risk of pollution to the environment should normal construction practices be observed.
- 4.6.5 There is anecdotal evidence of low levels of asbestos encountered in made ground during previous works, however this lies outside the Application Site boundary and is surrounded by fencing to prevent direct contact or disturbance. There remains a possibility of encountering unforeseen contamination including asbestos across the Application Site, therefore site workers during each stage of the works should be trained in asbestos awareness and if asbestos containing materials are encountered then a suitably qualified asbestos contractor should be engaged to appropriately manage and dispose of material.
- 4.6.6 Materials should be handled in accordance with The Control of Asbestos Regulations 2012 and CL:AIRE Control of Asbestos Regulations-SOIL guidance during reinstatement. This may require disposal to hazardous landfill dependent on Waste Acceptance Criteria testing and asbestos content, and in accordance with the Technical Guidance WM3: Waste Classification - Guidance on the classification and assessment of waste. Following implementation of these measures, it is considered unlikely that there would be significant effects on or from areas already subject to pollution or environmental damage.
- 4.6.7 There will be minimal impact to soils for the proposed use. The Application Site will be reinstated to agricultural land after the J19 Temporary Compound is complete. Although there could be minor impacts to soil quality as a result of soil handling, the proposed reinstatement back to agricultural land will likely have a net positive impact on soil resources.

Likely Significant Effects

- 4.6.8 No significant effects from contamination or pollutants are anticipated as a result of the J19 Temporary Compound.

4.7 Landscape and Visual

Overview

- 4.7.1 In agreement with Rochdale Borough Council, the planning application will not be supported by a Landscape and Visual Impact Assessment due to the temporary nature of the development. However, a Lighting Assessment will support the planning application which will provide further details associated with lighting impacts. The Lighting Assessment is not appended to this report to avoid duplication.

Potential Impacts and Mitigation

Landscape

- 4.7.2 Hopwood Woods Local Nature Reserve (Policy RE/7e) is located south of the Application Site, approximately 60m south at its nearest point. It would not be directly affected by the J19 Temporary Compound and also there is very little intervisibility, therefore a significant effect is not likely. The J19 Temporary Compound impacts will only be temporary, with the Application Site being returned to agricultural land during decommissioning.
- 4.7.3 Additional operational activities, including lighting, on an existing large area of hardstanding are not likely to result in a significant effect on LCA 27: Simister, Slattocks and Healds Green, or undermine the reasons for designation. Any impacts will be temporary.

Visual

- 4.7.4 The Application Site would be operational for a period of up to five years, after which the Application Site would be restored to its original, pre-baseline agricultural use, therefore impacts on views of the operational J19 Temporary Compound would only be temporary.
- 4.7.5 Site cabins, operational traffic using the compound and material laydown/storage areas would be perceptible from surrounding locations although views would generally be glimpsed or form a small part of a view from nearby footpaths. Views would be more open from a small number of properties on Oaken Bank Road approximately 150m south, although these views already comprise the existing Application Site. 24/7 site lighting is not likely to give rise to significant effects due to the existing context of the lit motorway interchange. Overall, significant visual effects are not likely, particularly as any impact will be temporary.

Likely Significant Effects

- 4.7.6 No significant effects to landscape and visual receptors are anticipated as a result of the J19 Temporary Compound.

4.8 Population and Human Health

Potential Impacts and Mitigation

- 4.8.1 Establishment, operation and decommissioning activities would be subject to risk assessments and careful planning and method statements to reduce the likelihood of major accidents to as low as reasonably practicable. The nature of the compound and associated activities are not unusual and standard Health & Safety procedures will avoid the likelihood of significant effects.
- 4.8.2 No significant risks to human health from pollution or nuisances have been predicted on the basis that standard construction practices would mitigate such risks.
- 4.8.3 The nearby residential population is relatively small, the nearest of which is within approximately 80m from the Application Site, and there are fields present on two sides of the Application Site. Impacts on residents are likely to be localised, short-term and not significant. Impacts are likely to relate to occasional noise and inconvenience from site traffic, rather than significant health risks.
- 4.8.4 Walkers, cyclists and golfers would likely only have transient exposure to any impacts from the J19 Temporary Compound and not significantly affected.
- 4.8.5 Traffic management will limit risks to vehicular travellers using J19 such that these will not be significant.

Likely Significant Effects

- 4.8.6 No significant effects on population and human health are anticipated as a result of the J19 Temporary Compound.

4.9 Land Use

Potential Impacts and Mitigation

- 4.9.1 A significant effect on agricultural land use is not likely. The area occupied by the Application Site previously represented a very small proportion of agricultural land in that area, which will be returned during decommissioning. As pasture land, the surrounding agriculture is likely to be grade 3 which is good to moderate quality, but not a scarce resource in the region. The original agricultural land will be returned once the J19 Temporary Compound is decommissioned.

Likely Significant Effects

- 4.9.2 No significant effects on land use are anticipated as a result of the J19 Temporary Compound.

4.10 Natural Resources

Overview

- 4.10.1 In agreement with Rochdale Borough Council, the planning application will not be supported by a Minerals Assessment Report.

Potential Impacts and Mitigation

- 4.10.2 Physical changes to reinstate the Application Site would be minor. It is considered unlikely that there would be significant effects due to physical changes in topography.
- 4.10.3 The scale and nature of the J19 Temporary Compound will result in minimal consumption of non-renewable or scarce natural resources relative to regional and national material availability, making significant effects unlikely. Additionally, the use of the existing compound location will enhance material resource efficiency through the reuse of existing site infrastructure and the redeployment of previously used cabin buildings.
- 4.10.4 Although the existing site infrastructure temporarily sterilises the underlying mineral resource, resulting in a short-term negative effect, reinstating the Application Site to agricultural land after the J19 Temporary Compound is complete would have a net positive effect in terms of minerals safeguarding. By returning the land to agricultural use after its temporary use, the potential for future mineral extraction remains viable, ensuring that the resources are not permanently sterilised for future generations. Therefore, it is considered unlikely that there would be significant effects on minerals safeguarding.

Likely Significant Effects

- 4.10.5 No significant effects on natural resources are anticipated as a result of the J19 Temporary Compound.

4.11 Waste

Potential Impacts and Mitigation

- 4.11.1 Waste generated during the establishment, operational, and decommissioning phases of the J19 Temporary Compound will be managed in full compliance with statutory Duty of Care requirements. In line with the waste hierarchy, waste will be diverted from landfill wherever practicable.
- 4.11.2 The J19 Temporary Compound is expected to send only a relatively small quantity of waste to landfill, particularly when compared to the total regional landfill capacity in the North West of England.
- 4.11.3 In accordance with the DMRB LA 110 Material Assets and Waste standard, the J19 Temporary Compound's anticipated waste recovery rate will be at least 90%, therefore it is highly unlikely that waste generated would reduce regional landfill capacity by more than 1%, which is the threshold for identifying likely significant effects under the standard.

4.11.4 Waste control and compliance will be outlined in the Construction Environmental Management Plan and shall include:

- A Waste Transfer Note Register will be maintained to track all waste streams leaving site.
- All contractors and suppliers will be required to provide waste carrier licences and Environmental Permits.
- Regular toolbox talks and site inductions will reinforce the importance of waste segregation.
- The waste facilities will be included within site inspections and environmental audits to ensure ongoing compliance.

4.11.5 Anecdotal evidence suggests that small quantities of asbestos containing materials were encountered in made ground during the construction of the existing site compound. Although this lies outside the Application Site boundary, it should be considered and avoided during reinstatement to agricultural use. If it is not possible to avoid during reinstatement, appropriate management and disposal of the material will be undertaken.

Likely Significant Effects

4.11.6 No significant effects from waste are anticipated as a result of the J19 Temporary Compound.

4.12 Cultural Heritage and Archaeology

Potential Impacts and Mitigation

- 4.12.1 There are no designated historic environment assets within the footprint of the Application Site.
- 4.12.2 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.
- 4.12.3 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 negligible.
- 4.12.4 The presence of potential archaeological remains in the areas of soil storage bunding is possible but will not be affected by the proposed usage during the J19 Temporary Compound establishment or operation. Therefore, there will be no need to investigate this prior to the planning application submission, however, Rochdale Borough Council's archaeological advisor (Greater Manchester Archaeological Advisory Service) should be engaged prior to decommissioning to discuss the need for investigation.

- 4.12.5 Prior to decommissioning and as a precautionary measure, Greater Manchester Archaeological Advisory Service should be consulted to discuss the J19 Temporary Compound decommissioning, with emphasis on the proposed return of the compound area to its previous use as farmland. This should be a discussion focussed on the area of bunding in the northern corner of the Application Site.

Likely Significant Effects

- 4.12.6 No significant effects on cultural heritage and archaeology assets are anticipated as a result of the J19 Temporary Compound.

4.13 Transport and Access

Overview

- 4.13.1 A Transport Statement will support the planning application which will provide further details in line with the following conclusions. The Transport Statement is not appended to this report to avoid duplication.

Potential Impacts and Mitigation

- 4.13.2 The compound traffic will be managed through implementation of Construction and Operation Traffic Management Plans and would be instructed not to use the A6046 Middleton Road north and southbound beyond the interchange circulatory, instead utilising the M62 or Queen Elizabeth II Way to make onward movements. The routing options minimise minor road disruption and have a direct and short distance to reach the strategic road network, thereby minimising or avoiding impacts on accessibility to recreational and other facilities.
- 4.13.3 J19 Temporary Compound traffic will also utilise the Pilsworth Road, Moss Hall Road, Hareshill Road, the M60 and M66. These traffic movements are not considered likely to significantly impact traffic routes or significantly increase movements on these routes. The traffic movements will be temporary, restricted to the 5 years duration of the J19 Temporary Compound.
- 4.13.4 Public rights of way will not be closed or diverted as part of the establishment, operation or decommissioning of the J19 Temporary Compound.
- 4.13.5 Any impacts on road users, walkers, cyclists, horse riders, or golfers will be temporary. Given the J19 Temporary Compound proposals, and the nature of the movements to and from the Application Site, no significant environmental effects are expected on transport and access during the establishment, operational and decommissioning phases. Furthermore, given the AADT on the M62, the movements to and from the Application Site can be considered negligible, and within daily variation.

Likely Significant Effects

- 4.13.6 No significant effects to or from transport and access are anticipated as a result of the J19 Temporary Compound.

4.14 Land Stability and Climate

Potential Impacts and Mitigation

- 4.14.1 Due to the existence of the pre-constructed compound on the Application Site and minimal engineering operations during re-establishment for the J19 Temporary Compound, the risk from subsidence is considered unlikely to present environmental problems.
- 4.14.2 As is expected for the UK, in the future there is an increased likelihood of adverse climatic conditions. The M60 Simister Scheme DCO Environmental Statement Chapter 14 Climate assessed vulnerability to climate change and acknowledged the potential for increased likelihood of adverse weather/climatic conditions over the life span of the M60 Simister Scheme. While this assessment was undertaken primarily for the area around Junction 18, and changes in road traffic, the broad conclusions are applicable to the wider area, including the Application Site, specifically no significant residual effects are deemed likely during construction and operation due to vulnerability to changes in climate.
- 4.14.3 The following mitigation would be applied during the J19 Temporary Compound:
- A Construction and Operation Management Plan will be prepared and implemented to manage the transport to and from the Application Site. The Plan will set out measures, where practicable, to reduce distances travelled, optimise journeys and use low emission modes of transport or vehicles to reduce greenhouse gas emissions associated with transport.
 - An Environmental Management Plan be developed and specify the use of weather forecasting and plans for extreme weather events.

Likely Significant Effects

- 4.14.4 No significant effects on or from land stability and climate are anticipated as a result of the J19 Temporary Compound.

4.15 Cumulative Effects

Potential Impacts and Mitigation

- 4.15.1 The following other developments with potential to contribute to cumulative effects with the J19 Temporary Compound were identified:
- Planning application reference 16/01399/HYBR - development of land for a major mixed-use development comprising of dwellings, employment uses, a primary school, employment land, associated works, infrastructure and other ancillary works, including construction of a new link road and widening of part of Pilsworth Road.

- Planning application reference 24/01039/SCO - Northern Gateway site. Northern Gateway, South Heywood.
- Planning application reference 25/00418/OUT - national-scale employment development, comprising storage and distribution and industrial uses, with supporting ancillary uses, associated works, and other ancillary infrastructure.

4.15.2 Any overlap in temporal scope and whether the scale and nature of the other development is likely to have a significant effect with the J19 Temporary Compound was considered.

Likely Significant Effects

4.15.3 Given the small scale and minor and temporary works associated with establishment, operation and decommissioning of the J19 Temporary Compound, it is considered unlikely that there would be significant cumulative effects.

4.16 Transboundary Effects

Potential Impacts and Mitigation

4.16.1 The Application Site is not located near to any European Economic Area states. The nearest European Economic Area state is the Republic of Ireland, approximately 250km west of the Application Site.

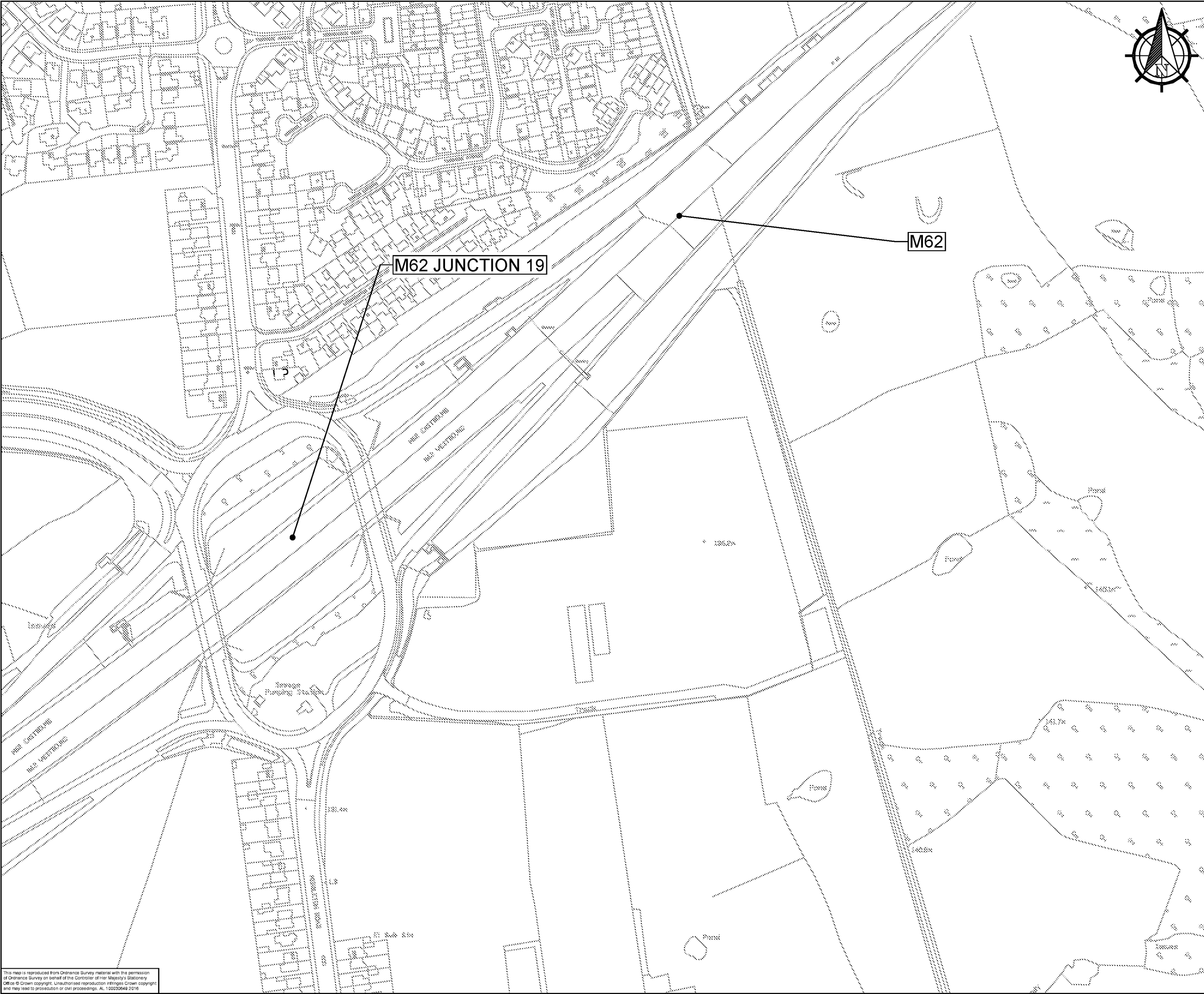
Likely Significant Effects

4.16.2 No significant transboundary effects are anticipated as a result of the J19 Temporary Compound.

5. Conclusion

- 5.1.1 In accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, as amended, this Environmental Impact Assessment Screening Opinion Request Report has been produced to support a request for an EIA Screening Opinion from Rochdale Borough Council for the J19 Temporary Compound. An assessment of the J19 Temporary Compound has been undertaken to enable Rochdale Borough Council to provide a formal Screening Opinion of the J19 Temporary Compound. This report has considered the J19 Temporary Compound, its location, the sensitivity of the existing environment, and cumulative effects. As outlined in Section 3.2, the J19 Temporary Compound falls under Schedule 2 of the EIA Regulations, therefore requires screening to determine whether it is likely to have significant effects on the environment. The screening considered Schedule 3 of the EIA Regulations.
- 5.1.2 The primary criterion for EIA is whether the J19 Temporary Compound is likely to have significant effects on the environment. No significant adverse effects have been identified for the environmental aspects included in the EIA screening checklist (Table 4-1).
- 5.1.3 Given the location, type, and scale of the J19 Temporary Compound, as evidenced in this report, National Highways consider that the temporary works are not likely to give rise to any significant effects on the environment and therefore does not constitute an EIA development.

Appendix A. Location Plan



KEY

PLANNING
APPLICATION
SITE
BOUNDARY

Drawing Status	FOR INFORMATION				Suitability	S2	
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P04	BELLMOUTH ACCESS AREA AMENDED	29/08/25	TR	CS	CS
P03	BELLMOUTH ACCESS AREA AMENDED	30/07/25	TR	PE	SO
P02	AMENDED TO COVER STOCKPILE AREAS	28/07/25	TR	PE	SO
P01	ORIGINAL	27/06/25	TR	CS	SO
Revision	Description	Date	Drawn	CS	Appl

Client	
	

Project Title	TEMPORARY CONSTRUCTION COMPOUND AT M62 JUNCTION 19				
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Drawing Title	SITE LOCATION PLAN				
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Scale	Designed	Drawn	Checked	Approved
1:2:500	TR	TR	CS	CS
Original Size	Date	Date	Date	Date
A3	29/08/25	29/08/25	29/08/25	29/08/25

Drawing Number	Originator	Volume	Project Ref. No.
NH PIN			
HE548642 - COS - LDC			
SII_MLT - DR - W - 0001			P04
Location	Type	Role	Number

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Appendix B. Environmental Constraints 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

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

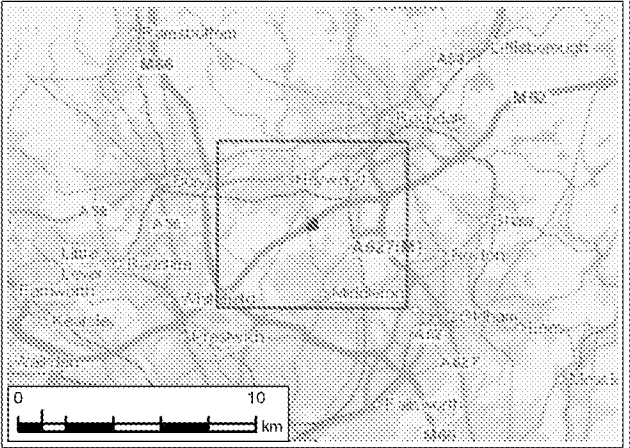
Priority Habitats Inventory (England) © Natural England

Deciduous woodland

Lowland fens

Lowland heathland

No main habitat but additional habitats present



Project		Client	
Drawing Title		Drawing Status	
Scale @ A3		DO NOT SCALE	
Jacobs No.		P01	
Client No.		Rev	
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Appendix C. EIA Screening Checklist

A Screening Criteria Question*	B Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)		C Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))	
	Briefly explain reasons and, if applicable and/or known, include name of feature(s) and proximity to site(s)		Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact?	
1. Biodiversity (species and habitat)				
1.1 Are there any protected areas which are designated or classified for their terrestrial, avian and marine ecological value, or any non-designated / non-classified areas which are important or sensitive for reasons of their terrestrial, avian and marine ecological value, located on or around the location and which could be affected by the project? (e.g. wetlands, watercourses or other waterbodies, the coastal zone, mountains, forests or woodlands, undesignated nature reserves or parks. (Where designated indicate level of designation (international, national, regional or local))).	Yes	Hopwood Woodlands LNR is located 70m south of the Application Site. Glade & Oaken Bank Woods 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. The SBI and LNR are assessed as being of local importance. There are no other LNR or SBI within 1km of the Application Site. Rochdale Canal SSSI and SAC is located 1.45km to the east of the Application Site. Rochdale Canal SAC (and SSSI) is designated for its population of floating water plantain <i>Luronium natans</i> and is of International importance. There are no priority habitats within the Application Site boundary. The closest priority habitats are 70m to the south-west (deciduous woodland within Hopwood Woodlands LNR) and 150m to the east	No	Activities required to complete establishment of the J19 Temporary Compound at J19 are very limited as the majority of the required infrastructure is already in place. Due to the scope of works required (see Chapter 2, and that works would be confined to the areas of hard standing within the Application Site, there would be no direct impacts on any designated sites through habitat loss, fragmentation or spread of invasive non-native species. During operation of the J19 Temporary Compound there are potential pathways to effect through changes in hydrology and air quality changes. <u>Changes in hydrology</u> The existing drainage within the Application Site would ensure water generated on site is contained within attenuation ponds before passing through an interceptor prior to discharge, therefore ensuring no impacts on designated sites.

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	Briefly explain reasons and, if applicable and/or known, include name of feature(s) and proximity to site(s)		Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact?
		(deciduous woodland within Manchester Golf Club. Priority habitats are assessed as being of local importance.	<u>Air quality</u> Thresholds which are used to determine a need for air quality assessment on designated sites are specified within DMRB LA 105 (National Highways, 2024) and Natural England Guidance (Natural England's Approach to Advising Competent Authorities on the Assessment of Road Traffic Emissions under the Habitats Regulations, Natural England 2018). Thresholds are set at 1000 AADT flow or for heavy duty vehicles 200 AADT. Volumes of traffic using the J19 compound would not exceed these thresholds and therefore air quality impacts on designated sites can be discounted. Additionally, a HRA was undertaken by the Applicant for the M60 Simister Scheme Environmental Statement. The outcome of the assessment is applicable to the J19 Temporary Compound. The HRA identified that even though site relevant critical levels and loads have been assigned on the Air Pollution Information System (APIS) (Centre for Ecology & Hydrology, 2019) website to the Rochdale Canal SAC they are considered to only

A Screening Criteria Question*	B Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)		C Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))
	Briefly explain reasons and, if applicable and/or known, include name of feature(s) and proximity to site(s)		Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact?
			be relevant to an oligotrophic 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 this location. Furthermore, the detailed literature review presented in the HRA of the Places for Everyone Joint Development Plan (Greater Manchester Combined Authority, 2022) found that floating water plantain 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. 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.

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	Briefly explain reasons and, if applicable and/or known, include name of feature(s) and proximity to site(s)		Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact?	
			the APIS webpage for standing open water and canals explains that a critical load cannot be given for nitrogen. Therefore, considering the evidence to indicate that the qualifying species is tolerant of a wide range of nutrient conditions, and that the canal, as a mesotrophic water body, is not sensitive to changes in air quality, it is appropriate to conclude that the J19 Temporary Compound would have no effect on the SAC's Conservation Objectives and there would be no adverse effect on the integrity of the SAC or SSSI as a result of the M60 Simister Scheme alone or in combination with other plans or projects. Therefore, there is also no potential pathway to effect from the J19 Temporary Compound due to changes in air quality as the SAC and SSSI are not sensitive to changes in air quality.	
1.2 Could any protected, important or sensitive species of flora or fauna which use areas on or around the site, e.g. for breeding, nesting, foraging, resting, over-	Yes	The Application Site was previously used as a compound and is largely hard standing with very limited potential to support protected species. The ditch on the southern boundary, attenuation pond, and bunds to the north and east of the compound do have potential to support great	No	The Application Site boundary has sought to avoid boundary hedgerows and trees and other habitats, therefore the J19 Temporary Compound does not require any further loss of habitat as part of the establishment phase. Boundary features such as hedgerows and trees would be retained, and would

A Screening Criteria Question*	B Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)		C Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))
	Briefly explain reasons and, if applicable and/or known, include name of feature(s) and proximity to site(s)		Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact?
wintering, or migration, be affected by the project?		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). The rubble piles within the Application Site boundary similarly have the same potential but will not be disturbed as part of the works. Field surveys have not identified any features with potential to support roosting bats within hedgerows and trees on the boundary of the site. Habitats around the compound including grassland to the north (including the bund) have potential to support ground nesting birds. No evidence of badger setts was recorded during field surveys.	be unaffected by operation of the J19 Temporary Compound by ensuring all lighting is directional to minimise light spill onto these habitats. There is potential for impacts to protected species during decommissioning phase of the project where deconstruction of the Compound could lead to the killing or injury, or disturbance of fauna. Works to and subsequent removal of the attenuation pond 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. Whilst no mitigation is required to avoid significant effects, the Applicant would implement mitigation to ensure no breach of wildlife legislation, and this would further reduce the likelihood of any impacts to fauna. Such measures would include licencing for GCN, sensitive timing of works and presence of

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	Briefly explain reasons and, if applicable and/or known, include name of feature(s) and proximity to site(s)		Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact?	
				an Ecological Clerk of Works during site establishment and decommissioning. Establishment, operation and decommissioning would be managed through a Construction Environmental Management Plan which would include general ecological and invasive species best practice measures.
2. Water Resources				
2.1 Are there any water resources including surface waters, e.g. rivers, lakes/ponds, coastal or underground waters on or around the location which could be affected by the project, particularly in terms of their volume and flood risk?	Yes	The Application Site is located in Flood Zone 1 and therefore no risk of flooding from rivers. However, the Application Site is at risk of surface water flooding from overland runoff in isolated depressions. The Application Site is not located in a Source Protection Zone or Drinking Water Protected Area or Safeguard Zone.	No	Mitigation measures during the establishment, operational and decommissioning phases of the J19 Temporary Compound will manage runoff from impermeable surfaces through provision of an appropriate drainage system. The drainage strategy associated with the drainage system will ensure that the discharge of runoff is lower than existing greenfield runoff rates meaning that there is no increase in potential flood risk downstream. 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 attenuation pond on the Application Site. In cases where the pond is utilised it would also act to

A Screening Criteria Question*	B Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)		C Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))
	Briefly explain reasons and, if applicable and/or known, include name of feature(s) and proximity to site(s)		Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact?
			provide water quality treatment through deposition of sediments. Following implementation of these measures, it is considered unlikely that there would be significant effects on or from water resources.
3. Pollution and Nuisances			
3.1 Will the project release pollutants or any hazardous, toxic or noxious substances to air?	Yes	Dust and other emissions would be generated by establishment, operation and decommissioning activities on-site. There are residential receptors within 200m of the Application Site which would be subjected to any additional emissions generated on site. Additionally, vehicles accessing the Application Site (both commuting workers and heavy-duty vehicles (e.g. lorries)) will contribute to roadside air pollution levels. There are residential receptors within 200m of the roads that are likely to be used by vehicles to access the Application Site. The M60 Simister 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	No Due to existing low monitored concentrations in the vicinity of J19 and the similarly low concentrations predicted for the M60 Simister Scheme, the likelihood that NO₂ and PM₁₀ air quality objectives or limit values would be exceeded due to additional road traffic generated by the J19 Temporary Compound is extremely low. Therefore, a significant effect is considered very unlikely given the limited additional road traffic that would be accessing the site for the J19 Temporary Compound . The planning application will not be supported by an Air Quality Assessment as agreed with Rochdale Borough Council. The J19 Temporary Compound has screened traffic data using the same methodology as the M60 Simister Scheme DCO (i.e., not using Institute of Air Quality Management methodology) using the DMRB LA

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	Briefly explain reasons and, if applicable and/or known, include name of feature(s) and proximity to site(s)		Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact?
	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 NO_2 and PM_{10} respectively, during the M60 Simister 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 Scheme. M60 Simister Scheme monitoring site DT17 (located approximately 80m west of the Application Site, next to J19) also showed similar concentrations for NO_2, $26.8\mu\text{g}/\text{m}^3$, in 2021). 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 the earliest year the compound is in operation are likely to be lower than those in 2021 to 2023 due to the reducing trend of concentrations at roadside sites. Therefore, all concentrations in the vicinity of J19 are likely to be significantly below the NO_2 and PM_{10} air quality objectives and limit values during operation of the compound. The $\text{PM}_{2.5}$ Targets come into force in		105 road traffic screening criteria. With the J19 Temporary Compound's road traffic data, the DMRB LA 105 criteria are not exceeded on any road affected by the J19 Temporary Compound. Therefore, no significant effect from road traffic is likely. The following best practice mitigation for air quality will be implemented during establishment, operation and decommissioning, meaning that on-site activities would be mitigated for on-site dust and associated emissions and therefore there would be no significant effects: • A Construction Environmental Management Plan will be prepared that will include dust mitigation measures in accordance with the Institute of Air Quality Management Guidance on the assessment of dust from demolition and construction (Institute of Air Quality Management, 2024). • A Construction Environmental Management Plan will be prepared that will include air quality management measures to be

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	Briefly explain reasons and, if applicable and/or known, include name of feature(s) and proximity to site(s)		Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact?	
		2040 and therefore are not relevant as the J19 Temporary Compound will not be in use by 2040.		implemented in accordance with it during the proposed works. It should also be noted that the Application Site would only be used for a limited period of 5 years.
3.2 Will the project cause noise and vibration or release of light, heat, energy or electromagnetic radiation?	Yes	Noise and/or vibration would be generated from establishment, operation and decommissioning activities. These may include during Application Site set-up by the use of plant including excavators and mobile cranes. Noise and/or vibration would also be expected during the Application Site decommissioning phase which will include the breaking out of hardstanding. There are noise sensitive receptors in the form of residential dwellings located within 100m to the west and south of the Application Site at A6046 Middleton Road, and within 150m to the south at Oaken Bank Road and to the north across the M62. These receptors are within a typical construction noise study area of 300m for noise sensitive receptors, and those within 100m are within a typical construction vibration study area. The local noise baseline is high due to road traffic noise on the M62. The round 4 Defra noise maps	No	Establishment, operation and decommissioning activities would be localised and short-term. It is expected that any noise impacts could be mitigated by use of Best Practicable Means, and that effects at receptors would not be significant. Vibration generating activities may occur during the Application Site decommissioning phase during the breaking out of hardstanding. The closest sensitive receptors are within the limit of a typical construction vibration study area of 100m; therefore it will be necessary to implement good practice mitigation and monitoring measures during decommissioning. A Construction Environmental Management Plan will be developed and implemented that will include noise and vibration management measures. This will detail the management and monitoring processes to be introduced across the Application Site. It will adopt a range of industry standard good practice

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	Briefly explain reasons and, if applicable and/or known, include name of feature(s) and proximity to site(s)		Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact?
	indicate a baseline noise level of around 65 decibel (dB) annual average noise levels for the 16-hour period ($L_{Aeq,16h}$) at the closest noise sensitive receptors at A6046 Middleton Road. There are also two nearby Noise Important Areas (NIA), the closest is NIA 6961 covering part of J19 roundabout and slip road including residential receptors on A6046 Middleton Road. NIA 1411 is located on the M62 adjacent to the Application Site and including residential receptors at Kenley Drive and Worthington Avenue. The operational use of the Application Site will include the storage of material and vehicles and will create additional traffic movements from both light and heavy vehicles entering and leaving the Application Site and using the strategic road network to access the M60 Simister Scheme worksites. This has the potential to increase road traffic noise for the duration of the use of the Application Site.		construction phase noise mitigation and monitoring measures and general control measures. Following implementation of the mitigation measures, levels of vibration are expected to be below thresholds for the onset of likely significant effects. The day-to-day operation of the Application Site will include the use of plant for the storage of materials, and there will be movements of heavy and light vehicles on-site. The Application Site will use mains electric, and so the use of generators is not anticipated. The operation of the Application Site is therefore expected to generate less noise than the site set up, and any noise impacts can be mitigated by use of Best Practicable Means. Noise effects at receptors would therefore not be significant. Any change in road traffic noise from likely increases in road traffic is expected to be not significant. Traffic will be using both the strategic road network and local road network; Queen Elizabeth II Way, Pilsworth Road, Moss Hall Road and Hareshill Road as well as M66 and M62, to access the M60 Simister Scheme site. These roads are in regular use and the J19 Temporary Compound is unlikely to result in sufficient

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	Briefly explain reasons and, if applicable and/or known, include name of feature(s) and proximity to site(s)		Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact?	
				additional traffic to result in changes in road traffic noise that are significant. A Noise Impact Assessment will support the planning application which will provide further details in line with these conclusions.
3.3 Will the project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea?	No	There are no landfills within 250m of the Application Site. There may be potentially contaminated made ground in or near the Application Site associated with construction of the existing compound. The Application Site will require minimal establishment to facilitate the use of the Application Site as a compound, meaning there will be minimal likelihood of a pathway to mobilise any potential contamination currently within potential made ground on site. Furthermore, the bunds of surplus soil in the north and east parts of the Application Site will not be disturbed during the remobilisation and temporary operation. During operation, the Application Site will utilise a Sustainable Drainage System meaning that there	No	N/A

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	Briefly explain reasons and, if applicable and/or known, include name of feature(s) and proximity to site(s)		Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact?	
		will be no uncontrolled run-off. This will mean there is minimal risk to surface and groundwater. During decommissioning of the Application Site and its reinstatement to agricultural land, surplus soil (site-won material) stored as bunds will be re-used within the Application Site boundary, subject to inclusion of materials management measures in the Construction Environmental Management Plan and appropriate testing to ensure suitability for re-use. This will allow the land to be reinstated to suit adjacent landform and returned to agricultural use. Made ground material or soil unsuitable for re-use on site will be taken off site handled and disposed of accordingly with appropriate Waste Acceptance Criteria testing. Therefore, there is no risk of pollution to the environment should normal construction practices be observed.		
3.4 Are there any areas on or around the location which are already subject to pollution or environmental damage, e.g. where existing legal environmental	Yes	There is anecdotal evidence of low levels of asbestos encountered in made ground during previous works, however this lies outside the Application Site boundary and is surrounded by fencing to prevent direct contact or disturbance. There remains a possibility of encountering	No	Materials should be handled in accordance with The Control of Asbestos Regulations 2012 and CL:AIRE Control of Asbestos Regulations-SOIL guidance (CL:AIRE, 2016) during reinstatement. This may require disposal to hazardous landfill dependent on Waste Acceptance Criteria testing

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	Briefly explain reasons and, if applicable and/or known, include name of feature(s) and proximity to site(s)		Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact?
standards are exceeded, which could be affected by the project?	unforeseen contamination including asbestos across the Application Site, therefore site workers during each stage of the works should be trained in asbestos awareness and if asbestos containing materials are encountered then a suitably qualified asbestos contractor should be engaged to appropriately manage and dispose of material. The Greater Manchester AQMA encompasses the M62 around J19 and the A6046 to the north of J19. The AQMA was declared for NO₂ annual average air quality objective exceedances in 2016. It should be noted that AQMA's and associated Air Quality Objectives are not legal environmental standards, but objectives. The equivalent legal standard is the NO₂ 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		and asbestos content, and in accordance with the Technical Guidance WM3: Waste Classification - Guidance on the classification and assessment of waste (Environment Agency, 2021). Following implementation of these measures, it is considered unlikely that there would be significant effects on or from areas already subject to pollution or environmental damage. Air quality and noise related pollution has been addressed in response to Question 3.1 and 3.2.

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	Briefly explain reasons and, if applicable and/or known, include name of feature(s) and proximity to site(s)		Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact?	
		surrounding road network since 2020 as discussed previously in response to Question 3.1. NIAs have been addressed in response to Question 3.2.		
4. Landscape and Visual				
4.1 Are there any areas or features on or around the location which are protected for their landscape and scenic value, and/or any non-designated / non-classified areas or features of high landscape or scenic value on or around the location which could be affected by the project? Where designated indicate level of designation (international, national, regional or local).	Yes	There are no nationally designated National Parks or National Landscapes (formerly known as Areas of Outstanding Natural Beauty) that would be affected by the J19 Temporary Compound. Heaton Park Registered Park and Garden is over 4km from the Application Site and would not be affected by the J19 Temporary Compound. 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.' The Application Site is covered by LCA 27: Simister, Slattocks and Healds Green defined by the Greater Manchester Landscape Character and	No	Hopwood Woods Local Nature Reserve (Policy RE/7e) would not be directly affected by the J19 Temporary Compound and also there is very little intervisibility, therefore a significant effect is not likely. The J19 Temporary Compound impacts will only be temporary, with the Application Site being returned to agricultural land during decommissioning. Additional operational activities, including lighting, on an existing large area of hardstanding are not likely to result in a significant effect on LCA 27: Simister, Slattocks and Healds Green, or undermine the reasons for designation. Any impacts will be temporary.

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	Briefly explain reasons and, if applicable and/or known, include name of feature(s) and proximity to site(s)		Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact?	
		Sensitivity Assessment 2018 (Greater Manchester Combined Authority) which has been assessed as having a medium sensitivity to commercial/industrial development scenario.		
4.2 Is the project in a location where it is likely to be highly visible to many people? (If so, from where, what direction, and what distance?)	Yes	The Application Site comprises an extensive area of hardstanding and an area of surplus soil storage (north and east of the areas of hardstanding) now grass covered. As such, existing views from the south include the existing infrastructure at the Application Site, although these views are partially obscured by the gently rising land in the field directly to the south. Tall dense hedgerows extend along the full length of the southern and eastern Application Site boundaries. Views are available through gaps in the hedgerows or over the top of the hedgerow. Also, a grassed soil storage bund runs partway along the eastern Application Site boundary directly west of the hedgerow partially screening views from the adjacent footpath. Hedgerows perpendicular to the southern boundary also partly screen the compound in views westwards from the A6046 Middleton Road and from Oaken Bank Road. Moving vehicles on the M62 J19 interchange and A6046 Middleton	No	The Application Site would be operational for a period of up to five years, after which the Application Site would be restored to its original, pre-baseline agricultural use, therefore impacts on views of the operational J19 Temporary Compound would only be temporary. Views towards the Application Site from residential properties on the A6046 Middleton Road are oblique and partially obscured by the gently rising land in the field south of the Application Site and the dense hedgerow along the southern boundary. However, there are glimpsed views across the Application Site and possibly more open views from upper storey windows. The properties on the A6046 Middleton Road nearest to the Application Site would benefit the most from intervening rising land and hedgerows. Views from Oaken Bank Road are more open although intervening hedgerows would partially screen the Application Site.

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	Briefly explain reasons and, if applicable and/or known, include name of feature(s) and proximity to site(s)		Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact?
	Road, and tall highways lighting columns are detracting features of views northwards towards the Application Site. It is assumed that light emitted from existing highways lighting on the interchange will be a feature of nighttime views. A dense tree belt on the M62 embankment eastbound screens views southwards from the Hopwood residential area. Nearby residents along the A6046 Middleton Road and Oaken Bank Road; users of a Recreational Rights of Way (Rochdale Borough UDP Policy RE/6, Saved Policy) along the A6046 Middleton Road, Public Path (Rupp) MidRupp116a along Oaken Bank Road and footpath HeyFp143 along the Application Site's eastern boundary, and vehicle travellers passing the Application Site are likely to be affected by the J19 Temporary Compound.		Views towards the Application Site from Recreational Rights of Way (Policy RE/6) and MidRupp116a south of the Application Site would be mostly obscured by intervening residential properties and hedgerows, although some glimpsed views may be available. Views from footpath HeyFp143 directly east of the Application Site are likely to be mostly screened by the adjacent earth bund along the Application Site eastern boundary and also filtered by intervening hedgerows although some open views along short sections of the footpath could be available. Travellers along the A6046 Middleton Road would have glimpsed oblique views. In summary, site cabins, operational traffic using the compound and material laydown/storage areas would be perceptible from surrounding locations although views would generally be glimpsed or form a small part of a view from nearby footpaths. Views would be more open from a small number of properties on Oaken Bank Road although these views already comprise the existing Application Site. The J19 Temporary Compound will be lit during the hours outlined in paragraph 2.2.6 and is

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	Briefly explain reasons and, if applicable and/or known, include name of feature(s) and proximity to site(s)		Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact?	
				not likely to give rise to significant effects due to the existing context of the lit motorway interchange. A Lighting Assessment will support the planning application which will provide further details in line with these conclusions. Overall, significant visual effects are not likely, particularly as any impact will be temporary.
5. Population and Human Health				
5.1 Will there be any risk of major accidents (including those caused by climate change, in accordance with scientific knowledge) during construction, operation or decommissioning?	Yes	Risks of major accidents include potential vehicle collisions, particularly around entry/exit of the compound onto the road network, as well as other establishment, operation and decommissioning related accidents such as machinery accidents, pollution spills, falls and fires/explosions.	No	Establishment, operation and decommissioning activities would be subject to risk assessments and careful planning and method statements to reduce the likelihood of major accidents to as low as reasonably practicable. The nature of the compound and associated activities are not unusual and standard Health & Safety procedures will avoid the likelihood of significant effects.
5.2 Will the project present a risk to the population (having regard to population density) and their human health during construction, operation or decommissioning? (for	Yes	The Application Site is within Lower Super Output Area (LSOA) Rochdale 020F, which has a population density of 454 persons per square kilometre and a total population of 1,977. Within 300m of the Application Site there are circa 40 residential properties (predominantly semi-	No	As described above under Question 3, no significant effects on air quality are predicted, and impacts of noise would be localised, short-term and expected to be mitigated by use of Best Practicable Means. No other significant risks to human health from pollution or nuisances have been predicted on

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	Briefly explain reasons and, if applicable and/or known, include name of feature(s) and proximity to site(s)		Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact?
example, due to water contamination or air pollution)	detached) along A6046 Middleton Road (Hollin Lane) and Oaken Bank Road, the nearest of which is within approximately 80m from the Application Site. The southern edge of Heywood is present on the north side of J19, approximately 160m north of the Application Site, which comprises a residential housing estate. The LSOA is in the 30% least deprived LSOAs in the UK, indicating a reasonable socioeconomic status. In addition, 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. Therefore, there are walkers and cyclists (potentially also horse riders) who could be exposed to impacts from the J19 Temporary Compound. A golf course is present approximately 140m east of the Application Site. Potential risks to this population of pollution and nuisances are described above under Question 3. This describes air quality and noise impacts, and		the basis that standard construction practices would mitigate such risks. The nearby residential population is relatively small and there are fields present on two sides of the Application Site. Impacts on residents are likely to be localised, short-term and not significant. Impacts are likely to relate to occasional noise and inconvenience from site traffic, rather than significant health risks. Walkers, cyclists and golfers would likely only have transient exposure to any impacts from the J19 Temporary Compound and not significantly affected. Traffic management as described in response to Question 10, will limit risks to vehicular travellers using J19 such that these will not be significant.

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	Briefly explain reasons and, if applicable and/or known, include name of feature(s) and proximity to site(s)		Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact?	
		that there is little likelihood of a pathway to mobilise potential contamination. As such, there would be minimal risk to groundwater or surface water during operation and decommissioning with the use of standard construction practices.		
6. Land Use				
6.1 Are there existing land uses or community facilities on or around the location which could be affected by the project? E.g. housing, densely populated areas, industry / commerce, farm/agricultural holdings, forestry, tourism, mining, quarrying, facilities relating to health, education, places of worship, leisure /sports / recreation.	Yes	The small amount of residential land use on Middleton Road and Oaken Bank (detailed in response to Question 5 above under population and human health) is not likely to be affected in terms of its function for housing. The use of J19 by transport is answered in response to Question 10.1 and 10.2. Although the Application Site occupies a former agricultural field affecting the ability to use that land for agriculture whilst the J19 Temporary Compound is present, it will be returned to agricultural land during decommissioning.	No	A significant effect on agricultural land use is not likely. The area occupied by the Application Site previously represented a very small proportion of agricultural land in that area, which will be returned during decommissioning. As pasture land, the surrounding agriculture is likely to be grade 3 (based on Agricultural Land Classification mapping data) which is good to moderate quality, but not a scarce resource in the region. The original agricultural land will be returned once the J19 Temporary Compound is decommissioned.
6.2 Are there any plans for future land uses on or around the location which could be affected by the project?	Yes	The Rochdale Borough Council Local Plan 2016 does not show any development allocations proposed within or adjacent to the J19 Temporary Compound for any particular use.	No	Places for Everyone allocation JPA1.1 Heywood and Pilsworth has been assessed in response to Question 12.1, specifically in relation to planning application reference 24/01039/SCO - Northern

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	Briefly explain reasons and, if applicable and/or known, include name of feature(s) and proximity to site(s)		Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact?	
		Places for Everyone allocation JPA1.1 Heywood and Pilsworth is immediately north of the M62 from the Application Site.		Gateway site. Any impact would be temporary and significant effect is not considered likely.
7. Natural resources				
7.1 Will construction, operation or decommissioning of the project involve actions which will cause physical changes in the topography of the area?	Yes	There were local changes in topography to create the original compound, however there are no further requirements to change the topography during establishment or operation of the J19 Temporary Compound. 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.	No	Physical changes to reinstate the Application Site would be minor. It is considered unlikely that there would be significant effects due to physical changes in topography.
7.2 Will construction or operation of the project use natural resources above or below ground such as land, soil, water, materials/minerals or energy which are non-renewable or in short supply?	Yes	<u>Materials – Yes</u> The J19 Temporary Compound will require a relatively small quantity of materials to bring the existing site compound to a fully operational state, primarily for lighting and basic infrastructure. Key imported components and materials, with approximate quantities, include:	No	<u>Materials</u> The scale and nature of the J19 Temporary Compound will result in minimal consumption of non-renewable or scarce natural resources relative to regional and national material availability, making significant effects unlikely. Additionally, the use of the existing compound location will enhance material resource efficiency through the reuse of

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	Briefly explain reasons and, if applicable and/or known, include name of feature(s) and proximity to site(s)		Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact?
		• Groundworks: geotextiles (1,725m²) and soil (450 cubic metres (m³)) • Lighting: 18 columns, 2,370m of cable and 48 Light-emitting diodes • Facilities: 36 cabin units and 1 sewage package treatment plant • Security: 10 CCTV units and 1,185m of CCTV cable. Whilst overall material demand is low, some components will inevitably include materials derived from non-renewable sources such as metals, petroleum-based products, and mineral-derived components. However, none of these materials are currently anticipated to be in short supply at either regional or national levels. Additionally, 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.	existing site infrastructure and the redeployment of previously used cabin buildings.

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	Briefly explain reasons and, if applicable and/or known, include name of feature(s) and proximity to site(s)		Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact?	
		<u>Soils – No</u> There will be minimal impact to soils for the proposed use. The Application Site will be reinstated to agricultural land after the J19 Temporary Compound is complete. Although there could be minor impacts to soil quality as a result of soil handling, the proposed reinstatement back to agricultural land will likely have a net positive impact on soil resources.		
7.3 Are there any areas on/around the location which contain important, high quality or scarce resources which could be affected by the project, e.g. forestry, agriculture, water/coastal, fisheries, minerals?	Yes	<u>Minerals</u> Mineral Safeguarding Areas (MSAs) for Brick Clay and Coal are designated on and around the Application Site. However, the underlying mineral resources have already been temporarily sterilised due to the presence of approximately 42,586m² of existing car park and hardstanding. This occurred when the former compound was constructed directly over the MSAs, thereby limiting the potential for future mineral extraction.	No	<u>Minerals</u> Although the existing site infrastructure temporarily sterilises the underlying mineral resource, resulting in a short-term negative effect, reinstating the Application Site to agricultural land after the J19 Temporary Compound is complete would have a net positive effect in terms of minerals safeguarding. By returning the land to agricultural use after its temporary use, the potential for future mineral extraction remains viable, ensuring that the resources are not permanently sterilised for future generations. Therefore, it is considered unlikely that there would be significant effects on minerals safeguarding.

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		Briefly explain reasons and, if applicable and/or known, include name of feature(s) and proximity to site(s)		Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact?	
8. Waste					
8.1 Will the project produce solid wastes during construction or operation or decommissioning?		Yes	The J19 Temporary Compound is expected to generate relatively small quantities of solid waste, primarily during the decommissioning phase. While most of this waste will be inert and non-hazardous, certain electrical and electronic components such as lighting units and CCTV systems may contain hazardous materials and will require appropriate recycling or disposal measures. The most notable waste types, with approximate quantities, include: - Engineered and bulk materials waste: 1,725m² of geotextile liner and 7,747m³ of excavated materials such as Cement Bound Granular Material, Type 1 subbase, asphalt, and other excavation wastes. - Linear infrastructure waste: over 7,600m of ducts, lighting and CCTV cables, and water and drainage pipes. - Prefabricated component waste: 78 foundation slabs, 48 LED lights, 40 electrical chambers, 36 cabins, 18 lighting	No	Waste generated during the establishment, operational, and decommissioning phases of the J19 Temporary Compound will be managed in full compliance with statutory Duty of Care requirements. In line with the waste hierarchy, waste will be diverted from landfill wherever practicable. The J19 Temporary Compound is expected to send only a relatively small quantity of waste to landfill, particularly when compared to the total regional landfill capacity in the North West of England (approximately 25,949,425m³), based on the most recent data published at the end of 2023. In accordance with the DMRB LA 110 Material Assets and Waste standard, the J19 Temporary Compound's anticipated waste recovery rate will be at least 90%, therefore it is highly unlikely that waste generated would reduce regional landfill capacity by more than 1%, which is the threshold for identifying likely significant effects under the standard.

A Screening Criteria Question*	B Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)		C Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))
	Briefly explain reasons and, if applicable and/or known, include name of feature(s) and proximity to site(s)		Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact?
		columns, 10 CCTV units, and a small number of other structural elements. Municipal solid waste during operation: 1.6 tonnes per week during peak workforce/programme periods (or 0.031 tonnes/person/month). Overall, waste generation is expected to be reduced through the reuse of existing site infrastructure and the redeployment of previously used cabin buildings.	Waste control and compliance will be outlined in the Construction Environmental Management Plan and shall include: - A Waste Transfer Note Register will be maintained to track all waste streams leaving site. - All contractors and suppliers will be required to provide waste carrier licences and Environmental Permits. - Regular toolbox talks and site inductions will reinforce the importance of waste segregation. - The waste facilities will be included within site inspections and environmental audits to ensure ongoing compliance. Anecdotal evidence suggests that small quantities of asbestos containing materials were encountered in made ground during the construction of the existing site compound. Although this lies outside the Application Site boundary, it should be considered and avoided during reinstatement to agricultural use. If it is not possible to avoid during

A Screening Criteria Question*	B Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)		C Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))	
	Briefly explain reasons and, if applicable and/or known, include name of feature(s) and proximity to site(s)		Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact?	
				reinstatement, appropriate management and disposal of the material will be undertaken.
9. Cultural heritage/archaeology				
9.1 Are there any areas or features which are protected for their cultural heritage or archaeological value, or any non-designated / classified areas and/or features of cultural heritage or archaeological importance on or around the location which could be affected by the project (including potential impacts on setting, and views to, from and within)? Where designated indicate level of designation (international, national, regional or local).	No	There are no designated historic environment (archaeology, built heritage or historic landscapes) assets within the footprint of the Application Site. 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. 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 negligible.	No	N/A

A Screening Criteria Question*	B Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)		C Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))	
	Briefly explain reasons and, if applicable and/or known, include name of feature(s) and proximity to site(s)		Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact?	
		The presence of potential archaeological remains in the areas of soil storage bunding is possible but will not be affected by the proposed usage during the J19 Temporary Compound establishment or operation. Therefore, there will be no need to investigate this prior to the planning application submission, however, Rochdale Borough Council's archaeological advisor (Greater Manchester Archaeological Advisory Service) should be engaged prior to decommissioning to discuss the need for investigation. Prior to decommissioning and as a precautionary measure, Greater Manchester Archaeological Advisory Service should be consulted to discuss the J19 Temporary Compound decommissioning, with emphasis on the proposed return of the compound area to its previous use as farmland. This should be a discussion focussed on the area of bunding in the northern corner of the Application Site.		

A Screening Criteria Question*	B Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)		C Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))	
	Briefly explain reasons and, if applicable and/or known, include name of feature(s) and proximity to site(s)		Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact?	
10. Transport and access				
10.1 Are there any routes on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the project?	Yes	The Application Site is bordered by the M62 and associated verge to the north, agricultural land to the east and south, and A6046 Middleton Road (part of the M62 J19) to the west. The M62 is the key major road in proximity of the Application Site, with a section of the A6046 Middleton Road forming the interchange circulatory passing the site entrance. As outlined in response to Question 5.2, there is a shared use path (walkers, cyclists and potentially horse riders) approximately 60m east of the Application Site following the west side of the J19 gyratory, which the Rochdale Way long distance path follows. There is a footpath (Rochdale, Hey Fp143 leading onto Mid Fp119) running parallel alongside the eastern boundary of the Application Site (Cornelius, 2025), which runs from Lane End in Hopwood, under the M62 and to the byway (Rochdale, Mid Rupp116a joining Mid Rupp118 on Stott Lane) which runs east-west along Oaken	No	The establishment and operational compound traffic will be directed briefly onto the A6046 Middleton Road at the J19 circulatory to join the M62 or Queen Elizabeth II Way. The compound traffic will be managed through implementation of a Construction and Operation Traffic Management Plans and would be instructed not to use the A6046 Middleton Road north and southbound beyond the interchange circulatory, instead utilising the M62 or Queen Elizabeth II Way to make onward movements. The routing options minimise minor road disruption and have a direct and short distance to reach the strategic road network, thereby minimising or avoiding impacts on accessibility to recreational and other facilities. Public rights of way will not be closed or diverted as part of the establishment, operation or decommissioning of the J19 Temporary Compound. Any impacts on road users, walkers, cyclists, horse riders, or golfers will be temporary. Given the J19 Temporary Compound proposals, and the nature of

A Screening Criteria Question*	B Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)		C Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))	
	Briefly explain reasons and, if applicable and/or known, include name of feature(s) and proximity to site(s)		Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact?	
		Bank Road. The byway is also a Local Cycle Route. There is a woodland approximately 100m south of the site, which is accessible via the aforementioned footpath and byway. Manchester Golf Course is located approximately 130m east of the Application Site, which it is accessible via the A664 but can also be accessed by following the aforementioned byway until it joins a footpath (Rochdale, Mid Fp116). There are residential properties (closest located approximately 70m west) and agricultural businesses (closest approximately 160m south) located along Middleton Road and Oaken Bank Road.		the movements to and from the Application Site, no significant environmental effects are expected on transport and access during the establishment, operational and decommissioning phases. Furthermore, given the AADT on the M62, the movements to and from the Application Site can be considered negligible, and within daily variation. Establishment, operation and decommissioning traffic will be required to use identified preferred routing options. A Construction and Operation Traffic Management Plan will be developed and implemented to apply traffic management practices during the proposed works.
10.2 Are there any transport routes on or around the location which are susceptible to congestion, or which cause environmental problems, which could be affected by the project?	Yes	The M60 Simister Scheme DCO Transport Assessment modelling was utilised to inform this EIA Screening report. Current speed delays were identified on the M62 J19, primarily during PM peak periods (average hour 16:00 – 18:00) with speeds of 30-40 miles per hour. Current journey time delays were identified on the M62 J19, specifically westbound movement with a 6.5	No	As outlined in response to Question 10.1, the J19 Temporary Compound traffic will be directed briefly onto the A6046 Middleton Road at the J19 circulatory to join the M62 or Queen Elizabeth II Way. J19 Temporary Compound traffic will also utilise the Pilsworth Road, Moss Hall Road, Hareshill Road, the M60 and M66. These traffic movements are not considered likely to significantly

A Screening Criteria Question*	B Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)		C Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))
	Briefly explain reasons and, if applicable and/or known, include name of feature(s) and proximity to site(s)		Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact?
	minute delay at around 07:30 in the AM peak (average hour 07:00 – 09:00) and a 3 minute delay in the PM at around 17:00. The M60 Simister Scheme construction will include temporary traffic management, closures of hard shoulder and lanes, and other traffic management on the M60 J19 clockwise and anticlockwise at various points between 5 February 2026 to 7 July 2028. Increased delays are expected at M62 J19 due to traffic management associated with the M60 Simister Scheme. Current delay data on the A6046 Middleton Road is unknown, although it is expected that current delays are experienced on approach to the M62 J19. It is assumed further delays will be experienced during M60 Simister Scheme construction. During operation of M60 Simister Scheme in 2024 there is forecasted to be a decrease in delays southbound on the A6046 Middleton Road and around J19, however an increase northbound. In 2044 there is forecasted to be a decrease in		impact traffic routes or significantly increase movements on these routes. The traffic movements will be temporary, restricted to the 5 years duration of the J19 Temporary Compound. Therefore, no significant environmental effects are expected from traffic and transport during the establishment, operational or decommissioning phases. Establishment, operation and decommissioning traffic will be required to use identified preferred routing options. A Construction and Operation Traffic Management Plan will be developed and implemented to apply traffic management practices during the proposed works. A Transport Statement will support the planning application which will provide further details in line with these conclusions.

A Screening Criteria Question*	B Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)		C Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))	
	Briefly explain reasons and, if applicable and/or known, include name of feature(s) and proximity to site(s)		Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact?	
		delays around J19 on the A6046 Middleton Road, however an increase north and southbound. Air quality and noise and vibration impacts associated with transport have been addressed in response to Question 3.1 and 3.2 respectively.		
11. Land stability and climate				
11.1 Is the location susceptible to earthquakes, subsidence, landslides, erosion, or extreme /adverse climatic conditions, e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?	Yes	The Application Site is within a development high risk area for mining due to presence of shallow seams, and there are probable shallow working below the Application Site. The Application Site is considered to be at low risk of landslides and erosion. The Application Site is not known to be susceptible to earthquakes. As is expected for the UK, in the future there is an increased likelihood of adverse climatic conditions (i.e. there will be more adverse weather and associate events in the future due to primarily climate change). The M60 Simister Scheme DCO Environmental Statement Chapter 14 Climate assessed vulnerability to climate change and acknowledged the potential for increased	No	Due to the existence of the pre-constructed compound on the Application Site, developed for the National Highways M62 J20-25 Safety Enhancements Scheme in 2022/23, and minimal engineering operations during re-establishment for the J19 Temporary Compound, the risk from subsidence is considered unlikely to present environmental problems. In agreement with Rochdale Borough Council, a Coal Mining Risk Assessment has not been prepared as the Mining Remediation Authority exemptions Part B "Nature of Development" applies to the J19 Temporary Compound, which would also indicate that risk from subsidence is unlikely to present an environmental problem.

A Screening Criteria Question*	B Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)		C Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))
	Briefly explain reasons and, if applicable and/or known, include name of feature(s) and proximity to site(s)		Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact?
		likelihood of adverse weather/climatic conditions over the life span of the M60 Simister Scheme (assumed to be 60 years). While this assessment was undertaken primarily for the area around Junction 18, and changes in road traffic, the broad conclusions are applicable to the wider area, including the Application Site. The conclusions indicate that: - Assets and infrastructure designed as part of the M60 Simister Scheme and thereby the J19 Temporary Compound are likely to be affected by climate change. A number of potential risks would be mitigated by applying robust design standards as part of the embedded design measures or implementing relevant mitigation measures and incorporating such measures into relevant asset management processes. - With embedded and essential mitigation measures in place, it is unlikely the potential climate-related hazards identified would result in significant impacts during the construction or operational phases of	The following mitigation would be applied during the J19 Temporary Compound: - A Construction and Operation Traffic Management Plan will be prepared and implemented to manage the transport to and from the Application Site. The Plan will set out measures, where practicable, to reduce distances travelled, optimise journeys and use low emission modes of transport (such as public transport) or vehicles (e.g. electric vehicles) to reduce greenhouse gas emissions associated with transport. - An Construction Environmental Management Plan be developed and specify the use of weather forecasting and plans for extreme weather events (e.g. very high intensity rainfall events or heat waves). It should be noted that the use of the J19 Temporary Compound Application Site would be temporary, for a period of 5 years.

A Screening Criteria Question*	B Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)		C Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))	
	Briefly explain reasons and, if applicable and/or known, include name of feature(s) and proximity to site(s)		Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact?	
		the M60 Simister Scheme and thereby the J19 Temporary Compound. Therefore, no significant residual effects are deemed likely during construction and operation due to vulnerability to changes in climate.		
12. Cumulative effects				
12.1 Could this project together with existing and/or approved development result in cumulation of impacts together during the construction/operation phase?	Yes	A review of other developments within 2km of the Application Site over a 5 year period was undertaken. The review identified 35 records, of which 3 were taken forward in the shortlist following an initial screening. The following shortlist of other developments with potential to contribute to cumulative effects with the J19 Temporary Compound were identified: Planning application reference 16/01399/HYBR - development of land for a major mixed-use development comprising of dwellings, employment uses, a primary school, employment land, associated works, infrastructure and other ancillary works, including construction of a	No	Any overlap in temporal scope and whether the scale and nature of the other development is likely to have a significant effect with the J19 Temporary Compound was considered. Given the small scale and minor and temporary works associated with establishment, operation and decommissioning of the J19 Temporary Compound, it is considered unlikely that there would be significant cumulative effects.

A Screening Criteria Question*	B Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)		C Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))	
	Briefly explain reasons and, if applicable and/or known, include name of feature(s) and proximity to site(s)		Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact?	
		new link road and widening of part of Pilsworth Road. Land bound by Manchester Road, Hareshill Road and Pilsworth Road, west of J19 of the M62 in Rochdale. Adjacent to Application Site. • Planning application reference 24/01039/SCO - Northern Gateway site. Northern Gateway, South Heywood. Immediately north of the M62 from the Application Site. • Planning application reference 25/00418/OUT - national-scale employment development, comprising storage and distribution and industrial uses, with supporting ancillary uses, associated works, and other ancillary infrastructure. Land Bound to the north by Brightley Brook, Pilsworth Fisheries, Pilsworth Road and Heywood Distribution Park, to the west by Whittle Brook, to the east by Birch Industrial Park and agricultural fields, and to the south by the		

A Screening Criteria Question*	B Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)		C Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))	
	Briefly explain reasons and, if applicable and/or known, include name of feature(s) and proximity to site(s)		Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact?	
		M62 Corridor. Approximately 1.8km west of the Application Site.		
13. Transboundary effects				
13.1 Is the project likely to lead to transboundary effects?	No	The Application Site is not located near to any European Economic Area states. The nearest European Economic Area state is the Republic of Ireland, approximately 250km west of the Application Site.	No	N/A

*adapted from Planning Inspectorate (2021)

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16/09/25

Dear Sir/Madam,

**Temporary Construction Compound at M62 Junction 19 Compound –
Environmental Impact Assessment Screening Opinion Request**

We are writing to formally request an Environmental Impact Assessment (EIA) Screening Opinion for a temporary construction compound at M62 Junction 19 (J19) (hereafter the 'J19 Temporary Compound') on behalf of National Highways under Regulation 6(1) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, as amended (hereafter the 'EIA Regulations').

National Highways is intending to submit a planning application for the J19 Temporary Compound to support the construction works of the M60/M62/M66 Simister Island Interchange Scheme (hereafter the 'M60 Simister Scheme'). A Development Consent Order (DCO) for the M60 Simister Scheme was granted by the Secretary of State for Transport on 9 September 2025.

The location of the J19 Temporary Compound is shown on the Location Plan provided in Appendix A of the report (the 'Application Site'), which also includes the red line boundary.

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. Prior to this the Application Site was agricultural land. Information on the establishment, operation and decommissioning of the J19 Temporary Compound are detailed in the supporting EIA Screening Opinion Request Report.

The J19 Temporary Compound would only be used during the construction phase of the M60 Simister Scheme and would be returned to its original agricultural use following demobilisation. However, the use of the compound is clearly related to the M60 Simister Scheme and therefore the need for EIA needs to be considered in this context.

The J19 Temporary Compound does not fall within Schedule 1 of the EIA regulations as the compound does not meet the thresholds of Schedule 1 Development on its own. It therefore does not meet the qualifying criteria contained in paragraph 24 of Schedule 1. The Junction 19 Compound would be an extension to the M60 Simister Scheme as it would provide an additional temporary compound facility to complement the existing temporary construction compounds set out within the M60 Simister Scheme DCO application. This request for an EIA screening opinion is therefore made as the J19 Temporary Compound is considered to fall within the EIA Regulations, Schedule 2, 13(a): changes and extensions to an authorised scheme.

Further information on the need for the J19 Temporary Compound and its relationship with the M60 Simister Scheme DCO is discussed in Section 1.2 of the report. In accordance with Regulation 6 of the EIA Regulations, the attached report contains:

- a plan sufficient to identify the land (Appendix A of the report)
- a description of the development contained in Chapter 2 of the report, including in particular –
 - a description of the physical characteristics of the development and, where relevant, of demolition works (Section 2.2 of the report)
 - a description of the location of the development, with particular regard to the environmental sensitivity of geographical areas likely to be affected (Section 2.1 and Chapter 4 of the report)
- a description of the aspects of the environment likely to be significantly affected by the development (Chapter 4 of the report)
- to the extent that the information is available, a description of any likely significant effects of the proposed development on the environment (Chapter 4 of the report) resulting from:
 - the expected residues and emissions and the production of waste, where relevant
 - the use of natural resources, in particular soil, land, water and biodiversity.

Planning Application

The J19 Temporary Compound will be the subject of a Town and Country Planning Act 1990 planning application that we propose to submit following the provision of the EIA Screening Opinion. The application boundary would cover the same footprint as the red line boundary provided in Appendix A of the report.

Planning permission is required for the temporary use of the existing hardstanding and utility infrastructure on the land adjacent to the M62 J19 for the siting of temporary office cabins and use as a construction compound to support delivery of the M60 Simister Scheme for a period of up to 5 years.

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

Background and Need for the Development

The J19 Temporary Compound has direct access from the M62 J19 via a bellmouth junction, and is located 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.

The J19 Temporary Compound is located approximately 5 kilometres south-west of Rochdale town centre at grid reference: SD 86651 08845. The J19 Temporary Compound is located within the Rochdale Borough Council administrative area.

The M60 Simister Scheme key objectives are to improve the journey experience for users of the National Highways network (reducing congestion at peak times, reducing journey times, delivering more reliable journey times), provide a scheme that is safe for all road users, minimise the impact of the scheme on the surrounding environment, and support future economic growth across the Greater Manchester area by delivering against local aspirations set out in regional and local authorities' transport strategies and local plans.

The M60 Simister Scheme involves a number of works including, but not limited to, the following alterations of existing alignments, new elements, and new major structures: A new free-flow link from the M60 eastbound to the M60 southbound (the 'Northern Loop').

- Widening of the M66 southbound through M60 J18 from two lanes to four lanes.
- Realignment of the M66 southbound diverge slip road to M60 J18 to accommodate the Northern Loop structure, including a new overbridge where the slip road crosses the Northern Loop and realignment of the left turn lane to the M62 eastbound.
- The existing one lane M60 eastbound to M66 northbound free flow link would be retained. The alignment of the approach to the free flow link would change as the M60 eastbound off-slip to the J18 circulatory would be closed for use by the public.
- Widening of M60 northbound to M60 westbound free flow link from one lane to two lanes.
- Realignment of the existing M62 westbound to M60 southbound free flow link.
- The M60 eastbound off-slip to J18 and southbound on-slip to the M60 would both be closed for use by the public, with only authorised access provided; the lanes on the roundabout would change to a new alignment to reflect the closures.
- Widening of the existing four-lane Controlled Motorway between M60 J17 to J18 to provide an additional lane each side with a new hard shoulder.
- Simister Pike Fold Viaduct: A three-span bridge (west, east and main span) to carry the new M60 eastbound to M60 southbound link (the Northern Loop) over the M66 and slip roads.
- Simister Pike Fold Bridge: A standard height, single-span fully integral bridge carrying the M66 southbound off-slip road over the Northern Loop.

The made DCO application documents and reports can be viewed on the National Infrastructure Planning website (link provided): <https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/TR010064/documents>.

The M60 Simister Scheme includes the provision of a main site compound near Mode Hill Lane, and four satellite compounds: north, north-east, south-east and south-west. All compounds use land which is currently in agricultural use. The main site compound includes for the provision of a site compound office and welfare buildings, and car parking.

In discussion with Rochdale Borough Council, National Highways have been exploring an opportunity to utilise this existing infrastructure at M62 J19 Compound in addition to the site compounds for the M60 Simister Scheme. The proposal comprises moving elements from within the main site compound of the M60 Simister Scheme to the existing infrastructure location at M62 J19, including compound office and welfare buildings and associated car parking and storage. 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 could be established quickly providing a base to enable effective construction mobilisation through the use of the existing access bell mouth, access road, car park, cabin foundations and utilities connections, storage area and fencing at J19 Temporary Compound.
- 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 are suitable for use at the J19 Temporary Compound and will be able to be placed on the existing cabin foundations.
- 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. Providing 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 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.

EIA Screening Opinion Request Report

In accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, as amended, the attached Environmental Impact Assessment Screening Opinion Request Report has been produced to support a request for an EIA Screening Opinion from Rochdale Borough Council for the temporary construction compound at M62 J19. An assessment of the J19 Temporary Compound has been undertaken to enable Rochdale Borough Council to provide a formal Screening Opinion of the J19 Temporary Compound. The report has considered the J19 Temporary Compound, its location, the sensitivity of the existing environment, characteristics of potential impacts, and cumulative effects. As outlined in Section 3.2 of the report, the J19 Temporary Compound falls under Schedule 2 of the EIA Regulations, therefore it is considered that there is potential for significant adverse effects and Schedule 3 of the EIA Regulations has been considered.

The primary criterion for EIA is whether the J19 Temporary Compound is likely to have significant effects on the environment. No significant adverse effects have been identified for the environmental aspects included in the EIA screening checklist (Appendix C of the report).

Given the location, type, and scale of the J19 Temporary Compound, as evidenced in the report, National Highways consider that the temporary works are not likely to give rise to any significant effects on the environment and therefore does not constitute an EIA development.

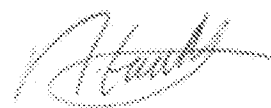
Conclusion

We consider that the proposed works within the Rochdale Metropolitan Borough Council Local Planning Authority boundary do not require a statutory EIA. The J19 Temporary Compound has been evaluated in accordance with the EIA Regulations in the EIA Screening Opinion Request Report, which concludes that the proposed works are not likely to give rise to any significant effects on the environment and therefore does not constitute an EIA development.

We trust the information submitted is sufficient to enable the provision of an EIA Screening Opinion for the proposed works within the 21-day period confirming our conclusion that an EIA is not required. A planning application will be submitted following provision of the EIA Screening Opinion.

If for any reason any part of the EIA Screening Opinion Request Report has not transferred to you correctly or you have any queries about the J19 Temporary Compound or the information provided, please do not hesitate to contact us via myself.

Yours faithfully,



Nicola Eastwell

Project Manager – M60 junction 18 Simister Island Interchange Scheme