



A NON-TECHNICAL SUMMARY OF THE ENVIRONMENTAL STATEMENT

The Secretary of State for Transport has published proposals for a new motorway between the M62 west of its junction with the M1 at Lofthouse Interchange and the A1 at Bramham Crossroads. The proposals are contained in draft Schemes and Orders published under the Highways Act 1980.

An Environmental Statement, which contains a detailed assessment of the environmental effects of the published proposals has been prepared to accompany the draft Schemes and Orders. This leaflet outlines the proposals for the new motorway and summarises the main environmental effects.

EXISTING TRAFFIC SITUATION

At present traffic travelling between the M1 and M62 to the south and west of Leeds and the A1 to the north-east uses a number of routes through West Yorkshire. This contributes to congestion, delays and road safety hazards particularly in the east of Leeds and outlying districts along the A58, A64, A642 and A1. In addition the high volume of traffic which includes a large number of lorries, creates unsatisfactory environmental conditions in these districts. With traffic levels forecast to increase by 50% over the next 20 years conditions will continue to deteriorate. The construction of a new motorway between the M62/M1 and the A1, would reduce traffic levels on these roads and improve environmental conditions in the communities.



THE PROPOSED SCHEME

The proposed scheme is shown on the plan overleaf. It would commence on the M62 to the west of Lofthouse with the motorway being widened to 4 lanes in each direction. In the north west quadrant of the existing M1/M62 Lofthouse Interchange, free flow links are proposed between the M62 west and the M1 north. North of the Interchange the M1 would be widened to 5 lanes in each direction as far as Belle Isle, where free flow link roads would continue the motorway into Leeds.

A new dual three lane motorway is proposed between the M1 at Belle Isle and Hook Moor on the A1. It would run north eastwards from Belle Isle passing under the A61 to a new grade separated junction with the A639 to the west of Rothwell.

From the A639 the motorway would cross the River Aire and Aire and Calder Navigation Canal on viaduct, pass over the reinstated Skelton opencast site, skirt the southern boundary of Temple Newsam Park, cross Bullerthorpe Lane and continue to a new junction with the A63 at Austhorpe.

From the A63 the route would continue eastwards through Barrowby Ridge, across the Leeds-York railway line and around the north of Garforth to the A642 Aberford Road. Barwick Road would be carried over the motorway on a new bridge. The proposed junction on the A642 to the north-east of Garforth would incorporate the diverted A656 Ridge Road.

From the A642 junction the motorway would swing northwards to a proposed motorway/motorway interchange with the A1 at Hook Moor.

North of Hook Moor the A1 would be upgraded to a motorway and widened to a 4 lane dual carriageway as far as Bramham Crossroads. It would be constructed on the east side of the existing A1 with the present northbound carriageway being used for landscaping purposes and noise barriers. At Bramham Crossroads free flow links would connect the A1 with the A64 to the east and a new grade separated junction would provide full connections to the A64.

A new local road would be constructed from the A64 junction south to serve Aberford. North of Micklefield the existing northbound carriageway of the A1 would provide a local connection between Micklefield and Hook Moor and then to Aberford.

To the north of Bramham Crossroads the proposed motorway would link with the section of A1 which has been improved between Bramham and Wetherby.

MITIGATION OF ADVERSE ENVIRONMENTAL EFFECTS

The alignment of the new motorway has been carefully chosen to minimise the impact on people and the environment. Only 4 residential properties would be demolished. A comprehensive landscape scheme is included as an integral part of the motorway proposals to further reduce the impact of the new road.

It is proposed to widen the M62 on its existing alignment with little change to the present visual impact. Retaining walls within existing cuttings would restrict the extent of the widening. At Lofthouse Interchange the proposed link roads to the M1 would be constructed in tunnel and deep cutting in order to minimise their environmental impact.

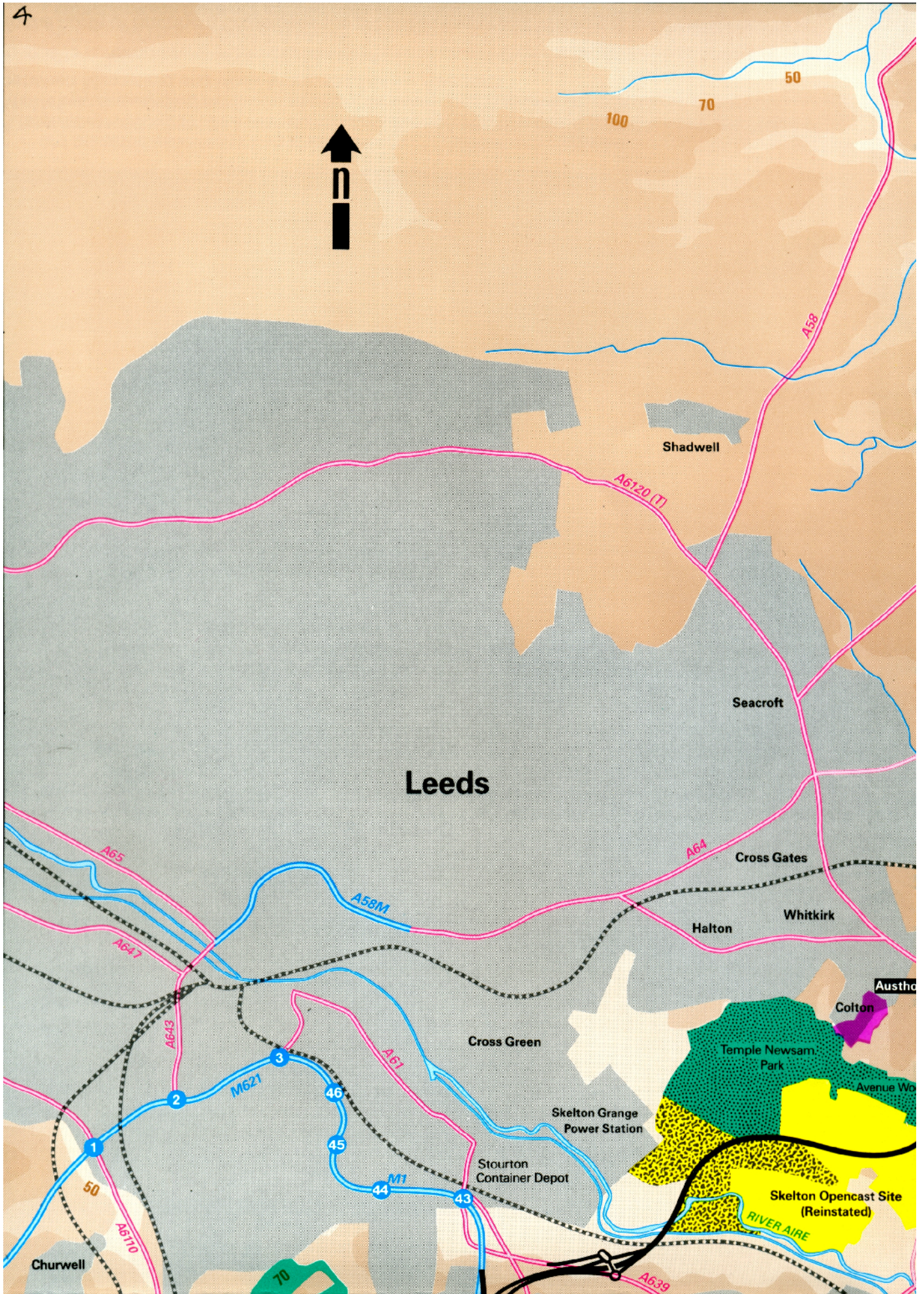
The proposed alignment of the M1/A1 Link Road has been chosen to avoid the environmentally sensitive areas of Temple Newsam/Avenue Wood and Parlington Park/Hollins and the urban communities of Rothwell, Colton, Austhorpe and Garforth. For the majority of its length the new link road would be hidden in cutting.

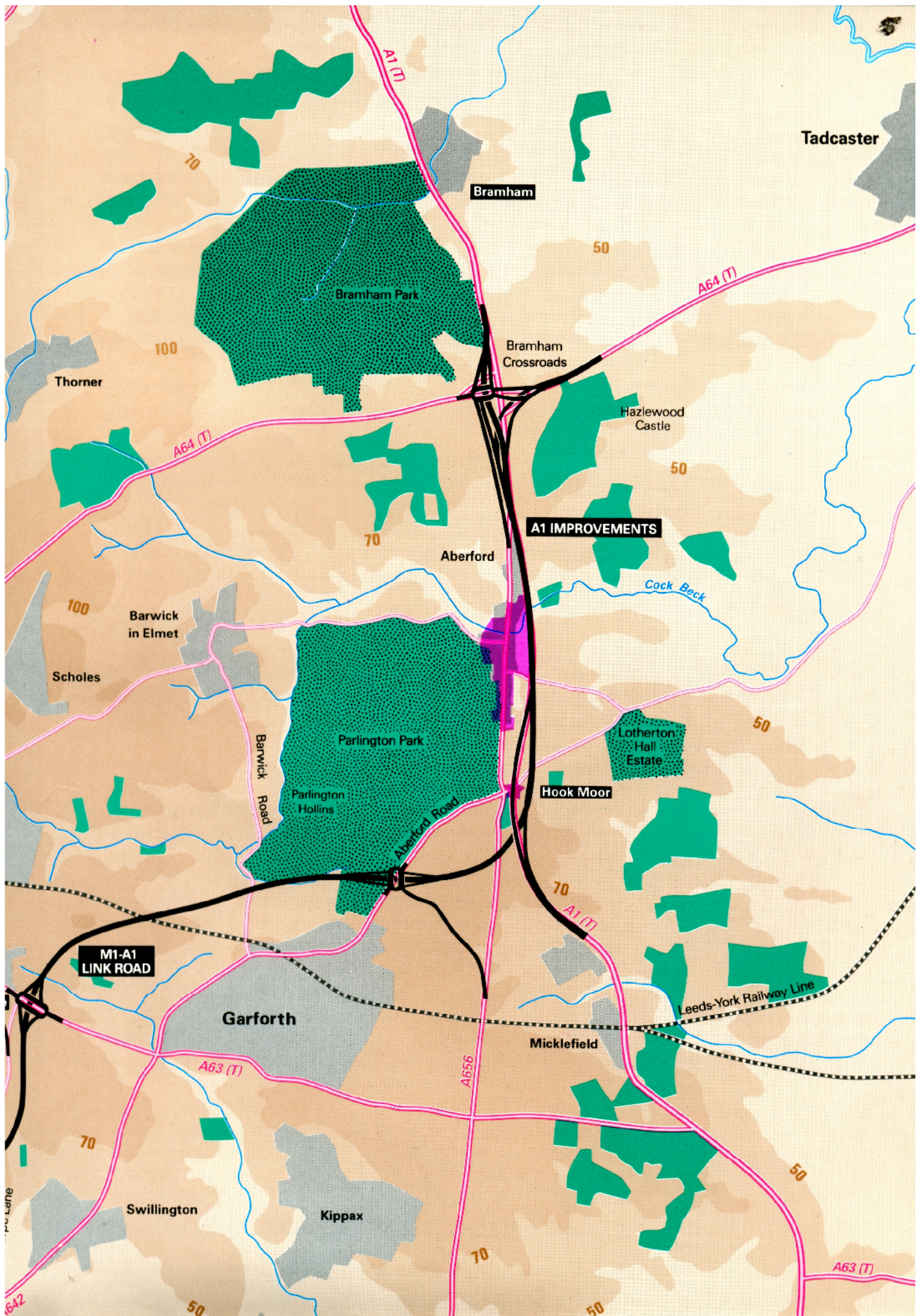
The A1 improvement has been restricted to the existing alignment by widening on the eastern side in order to minimise adverse impact on agriculture and the local environment. The existing northbound carriageway would be released for planting and noise mounds, and the new A1 would be constructed below its existing level in order to reduce the noise and visual impact on Aberford.

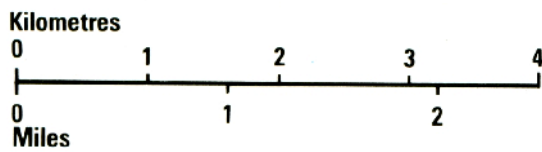
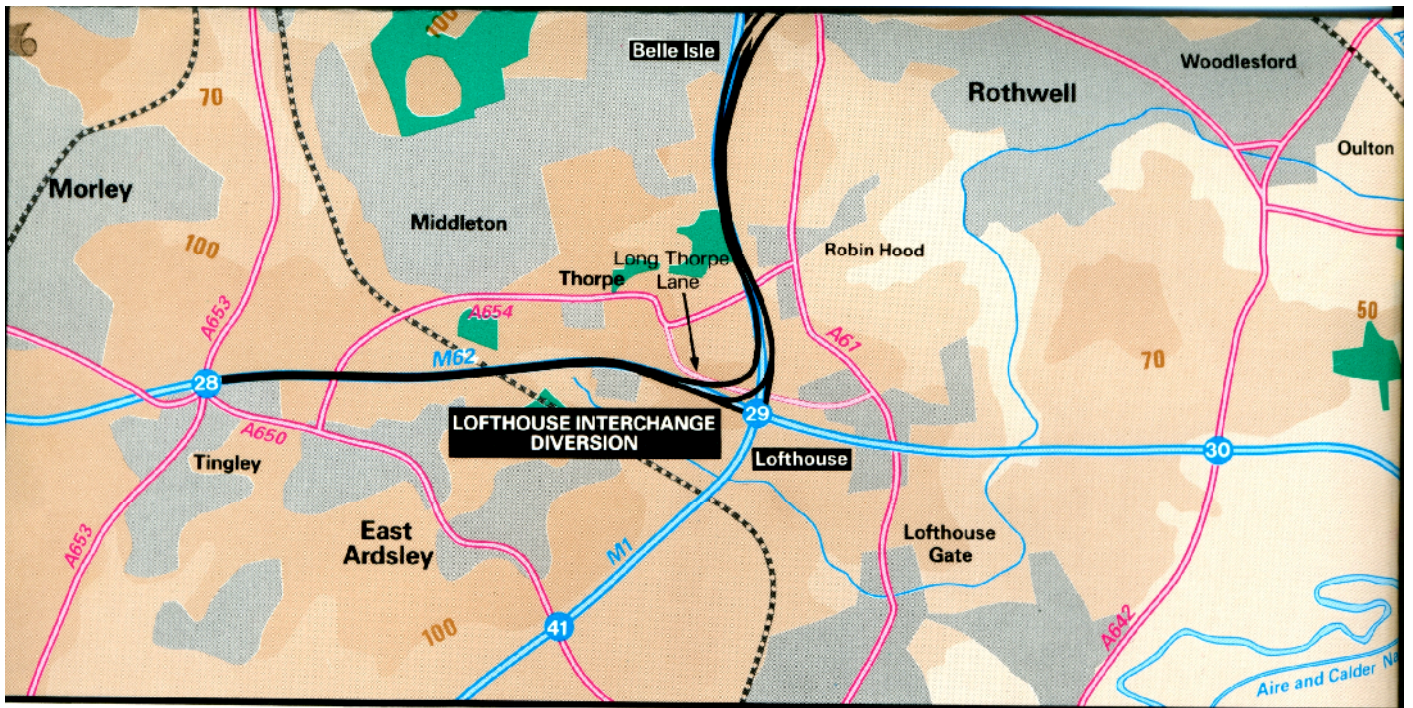
A number of landscape measures have been chosen to blend the new road into its surroundings throughout its length. These have been adapted to suit specific locations so that they are sympathetic to the varied landscape through which the road passes.

Principal measures include:

- All junctions would be extensively planted so that as the trees mature the roads would appear to have been cut out of woodland blocks. Planting would reduce the apparent scale of the junctions both for road users and nearby residents.
- Amelioration and enhancement of views for drivers, especially along sections in cutting, would be achieved through tree and shrub planting.
- Trees and shrubs would be planted to help mitigate undesirable views from adjacent properties.
- Hedgerows would be planted as highway boundaries in agricultural/rural areas to preserve the traditional boundary treatment of the areas.
- Existing woodland features within the landscape adjacent to the proposed scheme would be strengthened by additional planting.
- Noise fences and/or mounds together with planting would be constructed at the following locations to reduce noise and visual intrusion to adjacent properties:
 - M62 — noise fences adjacent to Railway Terrace, Station Lane, Lynton Avenue and Long Thorpe Lane.
 - M1 — noise mounds at Robin Hood and Belle Isle.
 - A1 — noise mound/fence adjacent to properties at Aberford.
- Noise insulation against traffic and construction noise would be offered to all residential properties which qualify.

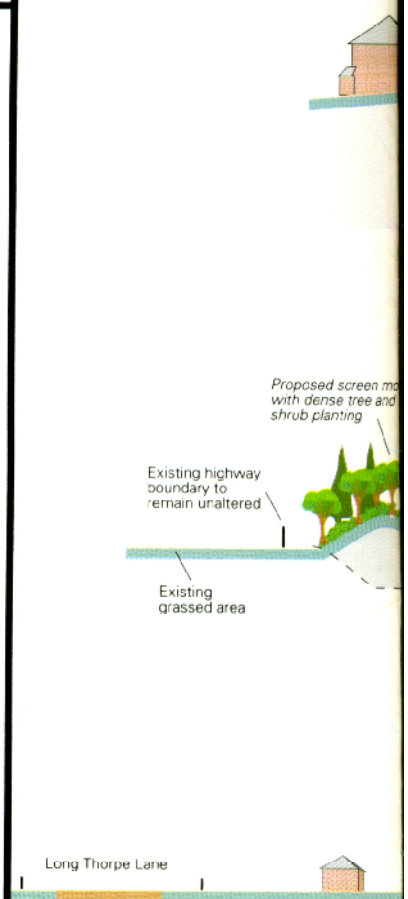


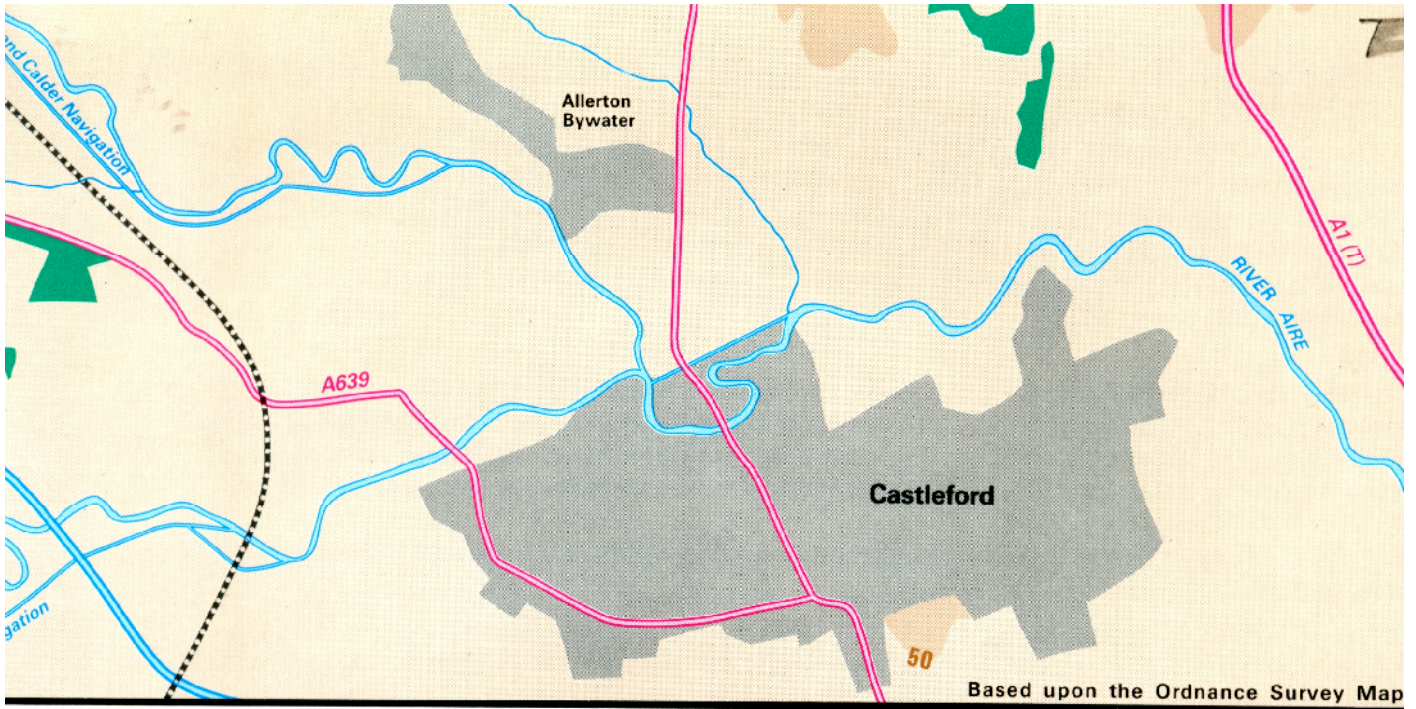




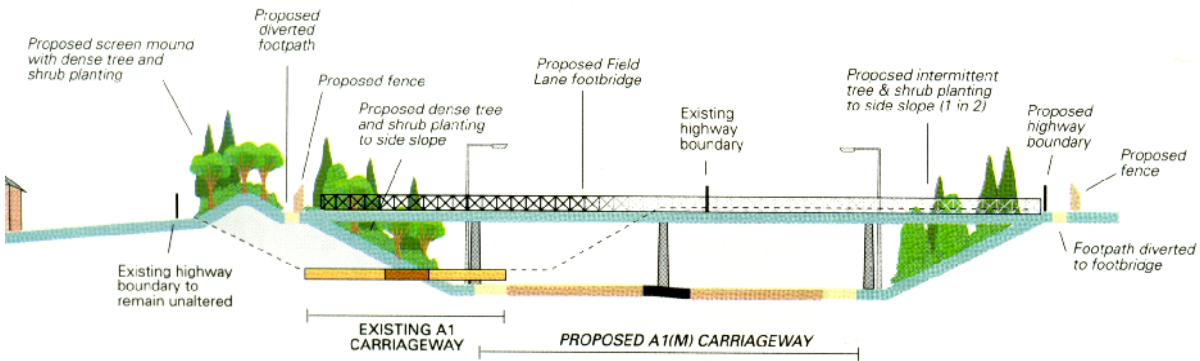
- Proposed Scheme
- Woodland
- Parks/Estates
- Conservation Areas
- Site of Special Scientific Interest
- Reinstated Opencast Site
- Recent/Proposed Opencast Site
- Built-up Area
- Existing Roads
- Existing Motorways
- Rivers/Canals
- Railway Lines

Contour intervals are shown in metres

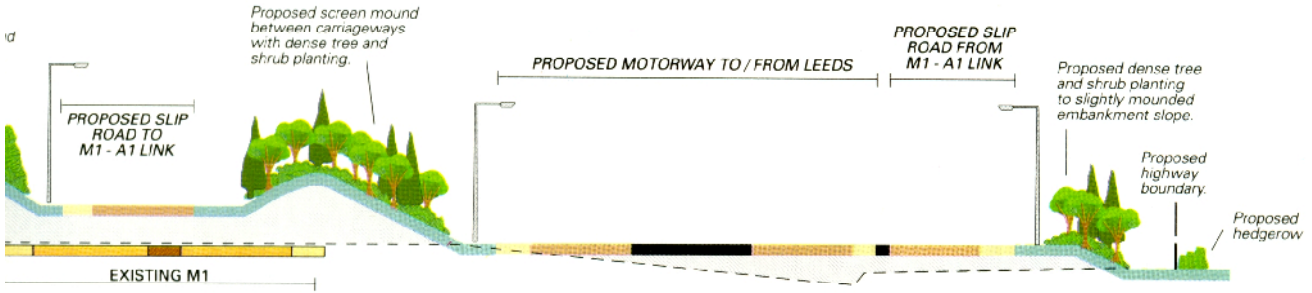




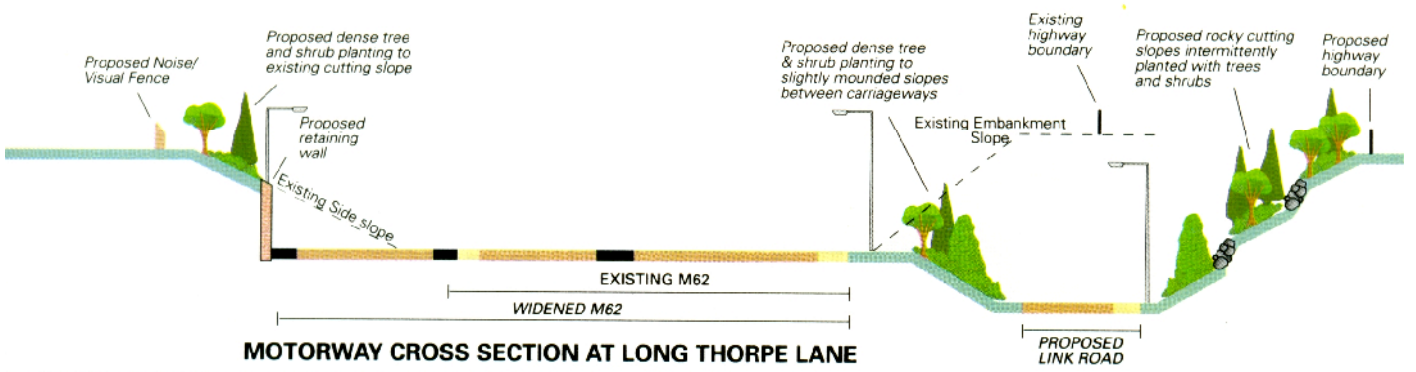
Based upon the Ordnance Survey Map



MOTORWAY CROSS SECTION NEAR FIELD LANE FOOTBRIDGE, ABERFORD



MOTORWAY CROSS SECTION AT BELLE ISLE



MOTORWAY CROSS SECTION AT LONG THORPE LANE

EFFECTS ON THE ENVIRONMENT

Environmental conditions would be changed throughout the motorway corridor, and the greatest changes would occur in the new corridor between the M1 and A1. However the construction of the proposed motorway would result in a transfer of traffic away from A58, A64 and A642 with a consequent improvement in environmental conditions on these roads.

A detailed account of these changes is given in the Environmental Statement; a summary of the main changes is given below.

Noise

The construction of noise mounds/fences would generally contain noise intrusion at or near present levels at properties adjacent to the M62 at Thorpe and the A1 at Aberford. In other areas along the length of the motorway some 300 properties would experience a significant increase in noise. Many properties adjacent to the M62 have already received noise insulation under the original M62 construction scheme.

Properties adjacent to the A61 at Robin Hood and A639 at Rothwell may experience some increase in noise from motorway feeder traffic.

Visual impact

The proposed motorway would initially be visually intrusive at 630 properties along the route. However the majority of these properties (500) would only experience a low level of intrusion. As planting measures mature the degree of intrusion would reduce considerably.

Community severance

The M62 and M1 already have a significant effect on the pattern of movements in adjacent communities. The proposals would not change this situation. Between the M1 and A1 severance created by the motorway would be reduced by diverting affected paths/roads.

Severance in the Aberford area would be reduced by providing new local road connections to Bramham Crossroads and between Hook Moor and Micklefield.

The transfer of traffic away from A58, A64, and A642 would reduce existing severance and improve road safety in communities along these roads.

Agriculture

The scheme would result in the loss of 44 hectares of Grade 2 agricultural land and 102 hectares of grade 3 land. 26 farm units would be affected to some degree, but it is unlikely that the viability of any farm would be threatened.

Heritage and conservation

The Conservation Area at Aberford, although its eastern boundary coincides with the existing A1 boundary, would not be adversely affected by the proposals. In fact proposals for screen mounding with planting would improve the visual quality and contain noise levels experienced in the area.

No listed building would be adversely affected by the proposals.

The proposals would intersect part of the Roman Road at the A656 and the listed Ancient Monuments at Grimms Ditch at Colton and Field Lane Dyke and South Dyke at Aberford all of which are defensive earthworks.

Ecology

Several areas of local conservation interest lie near the motorway corridor but only sites at Stourton Marshes and Hawks Nest Wood would be directly affected. A Site of Special Scientific Interest (SSSI) on the existing A1 embankment at Hook Moor, would not be directly affected. Provision has been incorporated to retain the migration routes of mammals and planting measures and balancing ponds would generally compensate for any loss of habitat.

Pedestrians

Over the section between the M1 and A1 several footpaths would have to be bridged over/under or diverted adjacent to the motorway and in some areas new sections of bridleway would be provided. Walkers in the vicinity of the motorway would experience some deterioration in amenity from traffic noise. At Aberford a new footbridge would link to the east side of the A1 to improve access to the countryside.

Reduced traffic levels on A58, A64, and A642 will improve conditions for pedestrians in communities along these roads.

Disruption from road construction

There are nearly 300 properties within 100 m of the proposed motorway which may experience some disturbance during the construction period. Noise insulation would be offered to those properties which qualify as a result of high levels of construction noise over prolonged periods.



THE DEPARTMENT
OF TRANSPORT

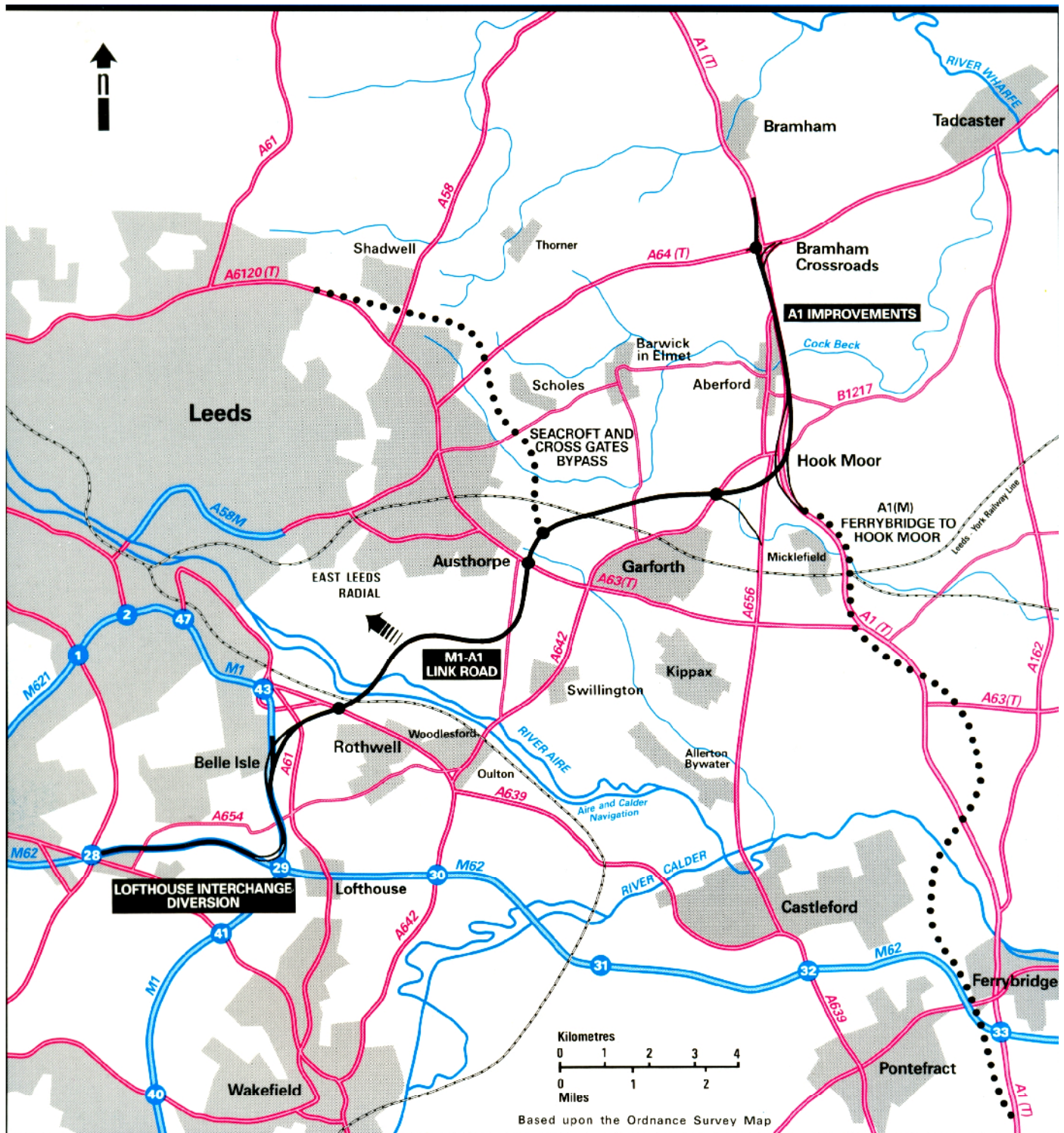
M1-A1 LINK ROAD LOFTHOUSE TO BRAMHAM



AN EXPLANATION OF THE PROPOSALS

The Secretary of State has published proposals for a new link road between the M1 at Lofthouse and the A1 at Bramham. The proposals are contained in draft Schemes and Orders published under the Highways Act 1980.

This leaflet provides a general outline of the proposals for the new link road and its effects. The draft Schemes and Orders and accompanying plans, the Statement explaining the Proposals and the Environmental Statement may be seen at the exhibitions which are being held at a number of venues in the Leeds area. The location of the exhibitions and other addresses where the plans may be seen are shown on the back of this leaflet.



REASONS FOR THE PROPOSALS

The Secretary of State for Transport has proposed the construction of the M1–A1 Motorway Link Road between Lofthouse Interchange and Bramham Crossroads to connect the M1 and M62 motorways south and west of Leeds to the North East thereby providing a safer and more efficient route for longer distance traffic.

Many communities on the main routes between the M1 and the A1 are adversely affected by through traffic, a high proportion of which is heavy goods vehicles. This results in poor road safety and noise nuisance for local residents. Road users suffer from delays and the effects of congestion.

The proposals would enhance the local environment by putting the through traffic on a dedicated motorway link, relieving the existing road network in the eastern suburbs of Leeds and in the area to the east of Leeds.

SUMMARY OF PROPOSALS

Road Standard

The motorway link between the M1 at Belle Isle and the A1 at Hook Moor would be constructed to dual 3 lane standard. The M62 would be widened to dual 4 lanes between junctions 28 and 29. On the short length of the M1 between Lofthouse Interchange and the proposed interchange at Belle Isle, two extra lanes would be provided to cater for traffic moving between the M1 and the Link Road. Between Hook Moor and Bramham Crossroads the A1 would be widened to 4 lanes in each direction.

Route Description

At Belle Isle the M1–A1 Link would pass to the north of Rothwell crossing the Aire Valley on a viaduct. The route would then run eastwards to the south of Temple Newsam Park over land currently used for mineral extraction and waste disposal.

At Gamblethorpe the line would skirt Avenue Wood and then turn north to cross Selby Road (A63) at Austhorpe. North of Austhorpe the route would turn eastwards crossing Barrowby Ridge in cutting, passing over the Leeds–York Railway line, following the shallow valley to the north of Garforth. After passing under Aberford Road (A642), the Roman Ridge Road (A656) and the Great North Road (A1) at Hook Moor, the line would turn to the north and run alongside the existing A1 to the east of Aberford. At the northern end of Aberford the route would cross to the west side of the existing A1. It would pass under the Leeds–York Road (A64) at Bramham Crossroads and rejoin the existing A1 to the south of Bramham.

Interchanges

At the Lofthouse Interchange free flow links would be provided to cater for the traffic turning between the M62 west and the M1 north. Traffic travelling from north to west would pass under the existing motorways in tunnel. The west to north link would pass under a new bridge carrying Long Thorpe Lane. Retaining Walls would be used to reduce the effect on adjacent properties.

At Belle Isle the existing motorway would be realigned to the east to pass under the new route to maintain free flow links to Leeds.

At Hook Moor an interchange would be provided to cater for the merging of the Link Road and A1 traffic.

Junctions

Motorway junctions to the existing road network would be provided at Rothwell Haigh (A639), Austhorpe (A63), Aberford Road (A642) and at Bramham Crossroads (A64) where free flow links to the east would be provided to cater for the high proportion of traffic turning between the A64 east and A1 south.

Local Roads

Local roads crossed by the proposed route would require the construction of new bridges either on their existing line or alongside. The existing bridges on the M62 at Thorpe Lane (A654), Lingwell Gate Lane and Long Thorpe Lane and on the M1 at Sharp Lane would be reconstructed. On the Link Road new bridges are proposed at Wakefield Road (A61), Pontefract Lane, Bullerthorpe Lane and Barwick Road. On the A1 at Aberford the Lotherton Lane bridge would be reconstructed and a new bridge would be provided at Collier Lane (B1217). A new bridge would be provided for the proposed Micklefield–Aberford Link Road. The Roman Ridge Road (A656) would be diverted from a point just to the north of Church Lane to connect to the proposed interchange at Aberford Road (A642) with the existing A656 remaining as a local access road. The existing A1 junction at the northern end of Aberford Main Street would be closed and the Main Street continued to the proposed interchange at Bramham Crossroads to provide a local access road connection.

Footpaths and Bridleways

Public footpaths and bridleways, including such locally important routes as the Leeds Country Way and the Garforth Flyline would be maintained. Overbridges or underpasses would be provided on the existing line or at an alternative crossing point. In some cases the routes would be diverted alongside the proposed motorway to a convenient location for a footbridge or underpass.

Landscape and the Environment

An extensive landscaping scheme would be implemented to reduce the impact of the motorway and to improve the quality of the existing landscape. Where appropriate, mounds, dense planting and fences would be provided to screen traffic from nearby houses and reduce noise levels. The planting proposals would also encourage an increase in wildlife habitats.

Noise mounds or barriers have been incorporated into the proposals alongside the M62 at Thorpe, to the west of the M1 at Belle Isle and alongside the A1 at Aberford to reduce noise levels and screen traffic.

Construction

Subject to the completion of the financial and statutory procedures, it is anticipated that construction could commence in the next 3 to 4 years and take about 3 years to complete. There would be a need for temporary traffic management during the works but provisions would be made for the movement of vehicles and pedestrians through and across the works.

Cost

The new motorway would cost in the region of £205 million.

Adjacent Schemes

Proposals by Leeds City Council for the East Leeds Radial to join the M1–A1 Link Road could be accommodated by a further junction at Pontefract Lane.

Similarly provision has been made for a future connection to the Seacroft and Cross Gates Bypass to the north of the proposed Austhorpe interchange.

South of Hook Moor the proposals would connect with the future proposals to upgrade the A1 to motorway between Ferrybridge and Hook Moor.

STATUTORY PROCEDURES

The publication of the draft Schemes and Orders provide an opportunity for those affected to express their views to the Secretary of State for Transport. The Secretaries of State for Transport and the Environment will jointly consider all comments, representations or objections, which should be sent to the Department of Transport, Yorkshire and Humberside Construction Programme Division, Jefferson House, 27 Park Place, Leeds, West Yorkshire LS1 2SZ by **12 June 1992**.

If the Secretaries of State decide that there should be a public inquiry into the draft Schemes and Orders, they will appoint an independent inspector nominated by the Lord Chancellor. After consideration of the Inspector's report and recommendations and all other information, the Secretaries of State would then jointly decide whether the proposals should go ahead as proposed or be varied in any way.

DEPOSIT POINTS

Copies of the draft Schemes and Orders and accompanying plans, the Statement explaining the Proposals and the Environmental Statement will be available for inspection during working hours until **12 June 1992** at:
The Department of Transport, Yorkshire and Humberside Construction Programme Division, Jefferson House, 27 Park Place, Leeds LS1 2SZ; North Yorkshire County Council, County Hall, Northallerton; Leeds City Council at Civic Hall, Leeds;
Public Libraries at Belle Isle, Cross Gates, Garforth, Middleton, Oulton, Rothwell and Swillington;
Post Offices at Aberford, Austhorpe, Bramham, Micklefield, Tingley, Thorpe and Woodlesford.

PUBLIC EXHIBITIONS

Public exhibitions of plans and other materials illustrating the proposals will be held at:

Thursday	5th March 1992	2.00 pm — 8.00 pm	Middleton Community Centre
Friday	6th March 1992	10.00 am — 8.00 pm	
Saturday	7th March 1992	10.00 am — 4.00 pm	
Tuesday	10th March 1992	10.00 am — 8.00 pm	Rothwell Methodist Church
Wednesday	11th March 1992	10.00 am — 8.00 pm	
Friday	13th March 1992	10.00 am — 8.00 pm	All Saints Parish Hall Woodlesford
Saturday	14th March 1992	10.00 am — 4.00 pm	
Monday	16th March 1992	2.00 pm — 8.00 pm	Saint Benedicts Parish Centre, Garforth
Tuesday	17th March 1992	10.00 am — 8.00 pm	
Wednesday	18th March 1992	10.00 am — 8.00 pm	
Thursday	19th March 1992	2.00 pm — 8.00 pm	Colton Methodist Church
Friday	20th March 1992	10.00 am — 8.00 pm	
Saturday	21st March 1992	10.00 am — 4.00 pm	
Thursday	26th March 1992	2.00 pm — 8.00 pm	Aberford Village Hall
Friday	27th March 1992	10.00 am — 8.00 pm	
Saturday	28th March 1992	10.00 am — 4.00 pm	

Admission to the exhibitions will be free and representatives of the Department and its consultants will be present to answer questions.